THE

North-China Herald.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ of all Notifications proceeding from Her Majesty's Legation and Superintendency of Trade in China.
H. M.'s Legation, Shanghai, 22nd June, 1860.
E. ST. JOHN NEALE,
Secretary of Legation.

OFFICIAL NOTIFICATION.—It is hereby notified that until further orders, the *North-China Herald* is to be considered the Official Organ in China, of all Notifications proceeding from Her Britannic Majesty's Legation and Consulates in Japan.
H. B. M.'s Legation, Yedo, 20th July, 1861.
LAURENCE OLIPHANT,
Secretary of Legation.

VOL. XV., N°. 733. SHANGHAI, SATURDAY, AUGUST 13, 1864. PRICE, TAELS 15 PER ANNUM.

INTIMATIONS.

CONSULATE GENERAL OF THE UNITED STATES.
Shanghai, July 9th, 1864.

To D. LEROY, *Absconding Debtor.*

WHEREAS, A. E. ROSENTHAL, Esq., member of the firm of Messrs. BLUM, BROTHERS & Co., of Shanghai, personally appeared before me, GEO. F. SEWARD, *United States Consul General*, and made Oath that the firm now or lately doing business in Shanghai, under the name of DUNN & Co., whereof you are a member, is indebted to said firm of BLUM, BROTHERS & Co. in the sum of dollars 2638.50.

Therefore you are hereby notified, that your property in the hands of Messrs. ANGEL & Co. of Shanghai, is attached for the payment of said debt, with interest and costs, and that unless you appear before me within six months from this date, to answer in a suit commenced against said firm of DUNN & Co. by Messrs. BLUM, BROTHERS & Co. to recover said sum, Judgment will be given against you, for said sum, interest and costs.

GEO. F. SEWARD,
U. S. Consul General, Actg. Judicially.
30jy-65 483

NOTICES OF FIRMS.

NOTICE.

ON the first of May 1864, Mr. JOHN BROADHURST TOOTAL was admitted a partner in the business of the undersigned in China.

NICHOL LATIMER & Co., Shanghai.
LATIMER LITTLE & Co., Kiukiang.
tf 467 Shanghai, 6th June, 1864.

NOTICE.

WE have this day established ourselves at this place, as *Public Silk Inspectors and General Commission Merchants*, under the style and firm of MAERTENS, LATHAM & Co.

AUG. H. MAERTENS.
THOS. STANLEY LATHAM.
tf 470 Shanghai, 1st July, 1864.

NOTICE.

MR. JAMES HAMON WRIGHT and Mr. WILLIAM STRACHAN MCLEAN are this day admitted Partners in our Firm in China.

DOW & Co.
1oc 459 Shanghai, 1st July, 1864.

NOTICE.

MR. HANS PETER HANSSEN is this day admitted a Partner in our Firm.

DENT & Co.
1oc 460 Shanghai, 1st July, 1864.

NOTICE.

THE Undersigned has this day established himself as a *General Broker, Auctioneer and Commission Merchant* at this port.

JOHN THORNE,
公和 *Kung-ho,*
tf 435 Shanghai, 12th March, 1864.

NOTICE.

THE Undersigned (in the absence of Mr. ALBERT ROBINSON, M. Inst., C. E.) having been appointed Agents for Messrs. RANDOLPH, ELDER & Co., Engineers and Shipbuilders, Glasgow, are prepared to give full particulars concerning the cost of Steamers, Steam Dredging Vessels, Screw Pile Wharves, &c., and to contract for same at home prices.

Plans, models, and specifications of the above can be seen on application.

GLOVER & Co.
tf 434 Shanghai, 18th May, 1864.

NOTICE.

I HAVE this day admitted MR. R. H. BALDWIN as Partner in my business, which will in future be carried on under the style of J. H. WIGNALL & Co.

J. H. WIGNALL & Co.
tf 418 Shanghai, 16th April, 1864.

NOTICE.

THE interest and responsibility of Mr. DUNCAN FLETCHER in our Firm ceased on the 30th June, 1864.

Mr. WALDEMAR SCHMIDT, Mr. JAMES GILFILLAN, Mr. ALEXANDER DOWNIE and THOMAS MURDOCH DETSDALE are this day admitted Partners in our Firm.

Our Firm now consists of Mr. ARCHIBALD CAMPBELL, Mr. WALDEMAR SCHMIDT, Mr. JAMES GILFILLAN, Mr. ALEXANDER DOWNIE, and Mr. THOMAS MURDOCH DETSDALE.

FLETCHER & Co.
1oc 466 Shanghai, 1st July, 1864.

NOTICE.

MR. JOHN GEORGE DUNN is this day admitted a Partner in my Business, which will in future be carried on under the style or firm of REID & Co.

DAVID REID.
tf 331 Shanghai, 1st Jan., 1864.

NOTICE.

WE have established a Branch Office in Hankow.

WHITFIELD & KINGSMILL.
Civil Engineers & Architects.
tf 149 Shanghai, June 12th, 1863.

NOTICES OF FIRMS.

NOTICE.

I have this day admitted MR. J. W. WOOD a Partner in my Business, which will in future be carried on under the Style and Firm of CERRUTI, WOOD & Co.

G. E. CERRUTI.
tf 362 Ningpo, 10th February, 1864.

NOTICE.

I have this day established myself at this place as Agent and General Commission Merchant.

FERD. NISSEN.
Reference Messrs. SIEMSSEN & Co.
3se 441 Ningpo, 15th May, 1864.

NOTICE.

THE Undersigned begs to notify that he has commenced business as *Public Tea Inspector and General Commission Agent.*

W. B. KINNEAR.
tf 452 Foochow, 10th June, 1864.

NOTICE.

I have established myself at this port as *Public Tea Inspector & Commission Agent.*

E. HENRY HOW.
tf 412 Foochow, April 1st, 1864.

NOTICE.

I have this day established myself at this Port as *Merchant & General Commission Agent*, under the firm of LUNCKER & Co.

A. G. LINCKER.
21ja-65 474 Swatow, 1st July, 1864.

NOTICE.

THE Undersigned have this day established a Branch of their business, as *Merchants and Commission Agents*, at this Port under the management of Mr. WILLIAM ADAMSON.

THE BORNEO COMPANY "LIMITED."
tf 218 Hongkong, 1st August, 1863.

NOTICE.

WE have this day established a branch of our firm at Kiukiang under the management of Mr. W. F. B. SAMS who is authorised to sign our firm.

INNES & Co.
tf 457 Hankow, 1st July, 1864.

NOTICE.

MR. CHARLES WILLIAM MATTHEW HUDSON is admitted a Partner in our Firm.

CRAVEN WILSON & Co.
tf Hankow, 1st July, 1862.

NOTICE.

I have this day established myself at this Port as *General Agent & Commission Merchant.*

CHRISTIANE SMITH.
tf 114 Chinkiang, 18th May, 1863.

NOTICE.

WE have established a Branch of our Firm at this Port under the direction of our Mr. C. W. M. HUDSON.

CRAVEN WILSON & Co.,
of Hankow.
tf 104 Chinkiang, 20th April, 1863.

NOTICE.

WE have this day transferred our business at Kiukiang, as *Tea Inspectors and Commission Agents*, to Messrs. LATIMER, LITTLE & Co. of this place, to whom or to Messrs. NICHOL LATIMER & Co., Shanghai, it is requested all future Correspondence connected with our business may be addressed.

CAMERON & Co.
Kiukiang, 30th April, 1864.

WITH reference to the above, the partnership heretofore subsisting between the undersigned under the style and firm of CAMERON & Co., is this day dissolved by mutual consent.

W. CAMERON,
R. H. WOODWARD.
27au 429 Kiukiang, 30th April, 1864.

NOTICE.

WE have established a branch of our Firm at Chefoo, and Mr. J. D. THOMBURN will sign our Firm per procuration at that place.

MEADOWS & Co.
tf 297 Tientsin, 2nd November, 1863.

NOTICE.

MR. LOUIS PARIZOT was admitted a partner in our Firm on the 1st January 1864.

STAMMANN & Co.
13au 447 Tientsin, 25th May, 1864.

NOTICE.

I HAVE established myself at this Port as *Merchant and General Commission Agent* under the style of DETMERING & Co.

W. DETMERING.
tf 260 Chefoo, September 1863.

NOTICE.

THE Authority of Mr. WILLIAM BALFOUR KINNEAR to sign our Firm per procuration ceased this day.

Mr. STEWART DOUGLAS takes charge of our business at Foochow, and is authorised to sign our Firm per procuration at that port.

SMITH, KENNEDY & Co.
20au 461 China, 15th June, 1864.

NOTICE.

MR. JAMES BANNATYNE is authorised to sign our Firm from this date.

GILMAN & Co.
27au 476 China, July 28th, 1864.

NOTICES OF FIRMS.

NOTICE.

THE Interest and Responsibility of Mr. LUDWIG WIESE in our Firm ceased on the 31st of December last.

Our Firm now consists of GEORG THEODOR SIEMSSEN, residing at Hamburg, WOLDEMAR NISSEN, RUDOLPH HEINSEN, GEORG WILHELM SCHWEMANN, FRIEDRICH ADOLPH JOOST and EMIL BRUNCKOW.

SIEMSSEN & Co.
24se 383 China, 26th March, 1864.

NOTICE.

MR. WALTER MILLER NORTON is this day admitted a Partner in our firm.

ALT & Co.
29oc 477 Nagasaki, July 1st, 1864.

NOTICE.

WE have this day established ourselves at this Port as *Merchants and Commission Agents* under the style and firm of STRACHAN & THOMAS.

W. M. STRACHAN.
T. THOMAS.
Yokohama, 1st July, 1864.

WITH reference to the above I beg to give notice that from this date my business at this Port will be carried on under the style and firm of STRACHAN & THOMAS.

T. THOMAS.
tf 458 Yokohama, 1st July, 1864.

NOTICE.

MR. MARON is from this day authorized to sign our Firm *per procuration* in China and Japan.

FAJARD SCHAUWECKER & Co.
tf 438 July 9th, 1864.

NOTICE.

I HAVE this day established myself in Yokohama as a GENERAL COMMISSION AGENT, under the Firm of R. LINDAU & Co.

R. LINDAU.
24se 456 Yokohama, May 15th, 1864.

JOHN POOK,
Commission Agent
4, LIME STREET SQUARE,
LONDON.
tf *E. C.*

INSURANCES.

NORTH-CHINA INSURANCE COMPANY.

THE undersigned, as Agents for the above Company, accept Risks on produce shipped from this Port to Shanghai, Amoy, Foochow, Swatow and Hongkong.

MAITLAND, BUSH & Co.
Hong name—Wha-kee.
tf 370 Newchwang, January 1864.

EAST INDIAN UNDERWRITERS ASSOCIATION.
HEAD OFFICE BOMBAY.

THE Undersigned having been appointed Agents at this Port for the above Association are prepared to accept risks at the rates and upon the terms and conditions current with the local Offices.

MAITLAND MACLEAN & Co.
5fe-65 359 Shanghai, Feb. 6th, 1864.

EASTERN MARINE INSURANCE COMPANY, REGISTERED.

THE business of this Company has been transferred to The HOME & COLONIAL ASSURANCE COMPANY, LIMITED who will settle all claims on policies issued by the first named Company.

TURNER & Co.,
Agents
tf 479 Shanghai, July 26th, 1864.

LIVERPOOL AND LONDON FIRE INSURANCE COMPANY.

THE Undersigned are authorized to grant Policies against Fire on Buildings or their Contents to the extent of £20,000 at this Port and Hankow, and to £10,000 at Tientsin and Kiukiang, also on approved Chinese Buildings to the extent of £5,000.

DOW & Co.
31de 325 Shanghai, 1st January, 1864.

UNIVERSAL MARINE INSURANCE COMPANY LIMITED.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Policies against Marine Risks at the Current Rates of Premium.

DOW & Co.
31de 324 Shanghai, 1st January, 1864.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this port for the above Company, are prepared to accept risks at the current rates of premium.

WILSON, CORNABÉ & Co.
1oc 463 Chefoo, 24th June, 1864.

INSURANCES.

THE LONDON AND ORIENTAL STEAM TRANSIT INSURANCE OFFICE.
137, LEADENHALL STREET, LONDON.
JAMES HARTLEY & Co., *Managers.*
ESTABLISHED 1847.

THE Undersigned having been appointed Agents at Nagasaki for the above office are prepared to accept risks by first class steamers.

GLOVER & Co.
2jy-65 465 Nagasaki, 1st July, 1864.

COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned having been appointed Agents at this Port for the above Company are prepared to grant Marine risks on the usual terms.

Policies payable in the principal ports of India and China.

BOURJAU, HUBENER & Co.
tf 123 Shanghai 14th May, 1863.

THE HONGKONG AND SHANGHAI BANKING COMPANY (LIMITED.)

CAPITAL...$ 5,000,000,
In 20,000 Shares of $ 250 each.

TO BE INCORPORATED BY CHARTER.

Provisional Committee.

Hon. F. CHOMLEY, Esq., (Messrs. Dent & Co.)
A. F. HEARD, Esq., (Messrs. Augustine, Heard & Co.)
THOMAS SUTHERLAND, Esq., (Superintendent, P. & O. S. N. Co.)
G. F. MACLEAN, Esq., (Messrs. Lyall, Still & Co.)
DOUGLAS LAPRAIK, Esq.
W. NISSEN, Esq., (Messrs. Siemssen & Co.)
H. B. LEMANN, Esq., (Messrs. Gilman & Co.)
W. SCHMIDT, Esq., (Messrs. Fletcher & Co.)
ARTHUR SASSOON, Esq., (Messrs. D. Sassoon, Sons & Co.)
ROBERT BRAND, Esq., (Messrs. Smith, Kennedy & Co.)
PALLANJEE FRAMJEE, Esq., (Messrs. P. & A. C. Camajee & Co.)
WM. ADAMSON, Esq., (Manager, Borneo Company Limited.)
GEO. J. HELLAND, Esq., (Messrs. John Burd & Co.)
RUSTOMJEE DHUNJEESHAW, Esq. (Messrs. P. F. Cama & Co.)
Counsel.
E. H. POLLARD, Esq.

The Scheme of a Local Bank for this Colony with Branches at the most important places in China, has been in contemplation for a very long period.

The local and foreign trade in Hongkong and at the open ports in China and Japan has increased so rapidly within the last few years that additional banking facilities are felt to be required.

The Banks now in China being only branches of Corporations whose head quarters are in England or India, and which were formed chiefly with the view of carrying on exchange operations between those countries and China, are scarcely in a position to deal satisfactorily with the local trade which has become so much more extensive and varied than in former years.

This deficiency the Hongkong and Shanghai Banking Company will supply, and will in fact assume the same position with relation to this Colony as the Presidency Banks in India, or the Banks of Australia in their respective localities.

The Establishment of a Mint in Hongkong, providing an adequate supply of proper currency, will render a local Banking medium essential to carry out its operations, and the almost certain disappearance of the existing Compradoric system (so far as money is concerned) will also ensure Banks becoming in course of time the exclusive medium for the transaction of the monetary operations connected with trade.

For the anticipated success of this enterprise there are therefore ample grounds; and the great prosperity which has attended the working of other local associations in China clearly shows that the largest profits are obtained by those Public Companies which possess an interested local body of Proprietors or Shareholders whose support naturally forms a chief element of remunerative success.

The Bank will commence operations simultaneously in Hongkong and Shanghai and as the importance of its business at the lattter place must be very great, it is intended to establish a local Board of Directors there for more effectually meeting the work. As circumstances render it advisable the Bank will establish Branches at other places.

In the distribution of Shares, Hongkong and Shanghai will equally participate. Shares will also be reserved for the other ports in China and Japan and for persons residing elsewhere, who are directly interested in the China Trade.

Applications for Shares must be addressed until further notice, to the Provisional Committee, care of

Messrs. DENT & Co.
tf 486 Shanghai, 3rd Aug., 1864.

INSURANCES.

China Fire Insurance Company.

Subscribed Capital Tls. 2,000,000

In 400 Shares, of Taels 5,000 each.
Paid up Capital Taels 200,000.

DIRECTORS.
F. B. JOHNSON, Esq., (Messrs. Johnson & Co.) *Chairman.*
H. H. WIGGIN, Esq., *Manager Commercial Bank of India.*
F. HENDERSON, Esq., (Messrs. Jarvie, Thorburn & Co.)
F. PORTER, Esq., (Messrs. Gibb Livingston & Co.)
J. THORNE, Esq. (Messrs. Thorne Bros. & Co.)
GEORGE TYSON, Esq., (Messrs. Russell & Co.)

AGENCIES are [illegible] established at the several Ports in China and Japan.

Applications for Shares will be received by the Undersigned.

The Company will be ready to accept risks and grant Policies from the [illegible] January 1864.

L. JOSEPHS,—*Secretary*
tf 320 Shanghai, [illegible]

ROYAL INSURANCE COMPANY OF LIVERPOOL.

CAPITAL—TWO MILLIONS STERLING.
INCOME—THREE HUNDRED THOUSAND POUNDS PER ANNUM.

TRUSTEES:
JOHN SHAW LEIGH, Esq. | JOHN NAYLOR, Esq.
CHARLES TURNER, Esq., *Chairman.*
RALPH BROCKLEBANK, Esq., *Deputy Chairman.*

THE Company is now prepared to grant Policies to the extent of £15,000 on any one Building of European construction or its contents, and to accept Chinese risks to the extent of £8,000 in any locality within the Settlement.

Premiums are payable in drafts at 30 days sight (favor of PERCY M. DOVE, Esq.)

BOWER, HANBURY & Co.,
Agents for Shanghai.
tf 295 Shanghai, 21st Nov. 1863.

SUN FIRE OFFICE.

LONDON.
Established in 1710

Managers:
WILLIAM HAMILTON, Esq.,
Chairman & Treasurer.
CHARLES B. FORD, Esq.,
Deputy Chairman.

The Right Hon. W. M. BERESFORD, M.P.
The Hon. P. PERCEVAL BOUVERIE.
HARRY CHESTER, Esq.
SAMUEL PEPYS COCKERELL, Esq.
RAIKES CURRIE, Esq., M.P.
JOHN DRUMMOND, Esq.
RUSSELL ELIOT, Esq.
WILLIAM FRANKS, Esq.
Capt. H. G. HEATHCOTE, R.N.
JOSEPH HOARE, Esq.
FELIX LADBROKE, Esq.
H. F. SHAW LEFEVRE, Esq.
HENRY LITTLEDALE, Esq.
GEORGE WRAKE NORMAN, Esq.
BRICE PEARSE, Esq.
CHARLES RICHARD POLE, Esq.
LAMBERT POLE, Esq.
CHARLES RANKEN, Esq.
HENRY RICH, Esq., M.P.
JOHN SHEPHERD, Esq.
HENRY STUART, Esq., M.P.
C. GEORGE THORNTON, Esq.

THE MANAGERS of the SUN FIRE OFFICE LONDON, beg leave to inform the British and Foreign Residents at Shanghai that they have constituted and appointed the undersigned as their Attorneys, to issue POLICIES OF INSURANCE against FIRE on BUILDINGS, GOODS, MERCHANDIZE, and other property, at those places.

Full particulars of RATES, &c., may be obtained on application to.

LINDSAY & Co.
tf 108 Shanghai, January 1st, 1863.

NOTICE.

THE Undersigned having been appointed Agents at this port, for the "North China Insurance Company," are prepared to accept risks by steamers and sailing vessels when towed by steamers.

CRAVEN WILSON & Co.
tf 160 Chinkiang, 17th June, 1863.

保險公所

啟者本行現在鎮江作爲保險公所經理之人可保火輪船拖帶小艇等火輪船并小艇等欲保險者請至本行面議可也此佈
隻免受驚災如有驚者祗數費還如有人
天青洋行啟

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NEW ADVERTISEMENTS.

CIRCULAR.

THE P. & O. S. N. Co.'s Steam-ship "*Nepaul*," Capt. WILKINSON, will be dispatched from Shanghai, on Sunday, the 21st Aug., at daylight, or such time of the night of the 20th or morning of the 21st as the state of the tides may require, with Her Majesty's Mails for conveyance to Europe *viâ* Hongkong.

Cargo will be received on board up to 5 P.M. of Friday, the 19th instant, and Parcels at this Office until Noon of the same day.

Correct forms of Bills of Lading can be had on application to this Office.

N.B.—Shippers of Cargo on the Company's Black Bills of Lading are particularly requested to note the terms and conditions of these Bills of Lading with reference to transhipment and the awarding of Cargo, with a view to the adequateness of their Insurance Policies in respect of the same.

E. WARDEN,
Agent.

P. & O. S. N. Co.'s Office,
Shanghai, 13th Aug., 1864.

NOTICE.

THE interest and responsibility of the late Mr. C. KRAMER in our business ceased on the 5th instant.

Mr. EMIL SCHULTZ has this day been authorized to sign our Firm.

DRUCKER & Co.

20au 487 Shanghai, 11th Aug., 1864.

NOTICE.

WE have this day resigned our appointments as Brokers to the Messageries Impériales Company.

DRUCKER & Co.

o 488 Shanghai, 11th Aug., 1864

UNION CHAPEL.

THE opening services of Union Chapel (Shantung Road) will be held To-morrow morning, at 11 o'clock, when a sermon will be preached by the Rev. WILLIAM MUIRHEAD.

The Evening Service at 6 o'clock as usual. Collections in aid of the Building Fund will be made on both occasions.

o 489 Shanghai, 12th August, 1864.

THE

Oriental Bank Corporation.

(INCORPORATED BY ROYAL CHARTER, 30TH AUGUST, 1851.)

PAID-UP CAPITAL, £1,260,000.
RESERVED FUND, £252,000.

COURT OF DIRECTORS.

HARRY GEORGE GORDON, Esq., *Chairman.*
WILLIAM SCOTT BINNY, Esq.,
Deputy-Chairman.
JAMES BEITH, Esq.
JOHN LEWIS BONHOTE, Esq.
WILLIAM WALTER CARGILL, Esq.
ALEXANDER MACKENZIE, Esq.
LESTOCK ROBERT REID, Esq.
PATRICK F. ROBERTSON, Esq.

CHARLES J. F. STUART, *Chief Manager.*
PATRICK CAMPBELL, *Sub-Manager.*

BANKERS.

BANK OF ENGLAND.
UNION BANK OF LONDON.

AGENTS IN SCOTLAND.

NATIONAL BANK OF SCOTLAND.
COMMERCIAL BANK OF SCOTLAND.
R. DUNDAS CAY, 23, St. Andrew Square, Edinburgh.

AGENTS IN IRELAND.

PROVINCIAL BANK OF IRELAND.
THE NATIONAL BANK.

HEAD OFFICE: THREADNEEDLE STREET, LONDON, E.C.

SHANGHAI AGENCY.
Banking.

THE Corporation receive money on Deposit, re-payable on demand, upon which no interest is allowed.

They also receive money on Fixed Deposit, re-payable at Twelve Months Notice, upon which interest at Five per cent per annum is allowed.

They discount Bills and Notes payable in Shanghai, having at least two approved names unconnected in general partnership, and they make advances upon Bullion and Goods not of a perishable nature, in the custody of the Bank.

Exchange.

The Corporation issue Drafts on the Bank of England payable on demand, and on the Union Bank of London payable at Six months sight; and they grant Circular Notes for the use of travellers, negociable in all towns of importance throughout the world.

They also issue Drafts on the Agencies and Branches of the Corporation at Hongkong, Yokohama, Bombay, Calcutta, Ceylon, Madras, Mauritius, Melbourne, Singapore, and Sydney, at the exchange of the day.

Bills payable in Europe or in any of the above places are purchased or remitted for collection.

Information as to the rules of business may be had at the Office, or on application by letter to the Agent

D. McLEAN,
Acting Agent.
tf 490 Shanghai, August, 1864.

NOTICE.

THE STEAM TUG

"MARTIN WHITE,"

HAVING undergone thorough repair, is now prepared to tug Vessels in the Woosung and Yangtsze Rivers.

Apply to Capt. CROSBY on board, or to
FRAZAR & Co.
n 3se 491 Shanghai, 11th Aug., 1864.

MISCELLANEOUS INTELLIGENCE

LATEST DATES.

England, ...	June 29	Hankow, ...	Aug. 6
Hongkong	Aug. 6	Nagasaki	July 23
Tientsin	July 26	Kanagawa, ...	July 27

Latest dates in England from China,—
Hongkong April 27 | Received via Marseilles.
Shanghai.. " 23 | June 13.

OPIUM QUOTATIONS

For the week ending August 12th, 1864.

August.	Malwa		Patna	
	New. Tls.	Old. Tls.	New. Tls.	Old Tls.
6.	325	.....	....	 335
8	330	.....	335	.....
9.	335	.....	335	 338
10.	330	.....	340	.....
11.	330	.....	345	.....
12	340	.....	340	 340

LATEST SHIPPING INTELLIGENCE.

ARRIVED—Aug 11th, *Providence*, (Br barque), Lee, from Ningpo; *Aerolite*, (Br ship), Alleyne, from Sydney; *Sze-chuen*, (Am steamer), Spencer, from Hankow; *Fire Dart*, (Am steamer), Armstrong, from Ningpo; *Fuzi-Yama*, (British steamer,) McQueen, from Hankow; *Ganges*, (Br steamer), Bernard, from Hongkong; *Yaso*, (Br bq), Hulmmood, from Ningpo; *Awadhu*, (Br bq), from Ningpo; *Nanzing*, (Br str), Morrison, from Chefoo. Aug. 12th—*Kiangsu*, (Am str.), Simmons, from Ningpo; *Pearl*. (Br schr), Warland, from Ningpo.

DEPARTED—Aug. 11th, *Bonaventure*, (Br barque), Griffiths, for Chefoo; *Fire Dart*, (Am steamer), Armstrong, for Ningpo; *Pembroke*, (Br steamer), Johnston, for Nagasaki; *Whampoa*, (Br steamer), Batten, for Ningpo; *Ayrshire Lass*, (Br steamer), Kirkruddy, for Fuchau. Aug. 12th—*Berlin*, (Prus. bg), Savory, for Nagasaki; *Feima*, (Br str), Buckland, for Ningpo; *Kiangse*, (Am. str), Simmons, for Ningpo.

PASSENGERS.

ARRIVED.—Per P. & O. Co.'s Steam-ship *Ganges*, from Hongkong, Japanese Embassy, Capt. Gamwell, Lieut. H. S. Rowel, Mrs. Bonney, Messrs. Blekman, Vaughan, J. Meer, T. J. Jackson, Hassel, Parrodi, Barros, E. Chown, and D. Khakos.

THE P. & O. Co.'s steamer *Nepaul* with the Mail for Europe, &c., is appointed to leave on Sunday, the 21st instant.

THE London Mail of the 10th July, due in Hongkong on the 25th August, and here on the 30th. It was received last year on the 24th August per *Ganges*.

The North-China Herald.

IMPARTIAL, NOT NEUTRAL.

SHANGHAI, SATURDAY, AUGUST 13, 1864

IN the case of Tong Fat *v.* The British and Foreign Marine Insurance Company, brought to a close this day, judgment was given for the defendants with costs, while at the same time the Court passed the severest strictures on the conduct of Captain Barker for his unprincipled conduct in wilfully and deliberately losing the schooner *Melita*.

A COMPARISON of the import and export trade at Ningpo during 1863, with that during the seven months of rebel occupation, exhibits a most gratifying increase in the trade of the port, consequent on the restoration of tranquillity in the province. No more convincing evidence could be given of the paralysing effect of the rebellion on the commerce of the country, than is offered by the Returns of the Ningpo Customs for the years 1861, 1862, and 1863. That for 1862 comprises only the seven months from the date on which the port was re-opened, to the close of the year. During that period, the aggregate value of the trade carried on fell from Tls. 9,000,000, which it had reached during the corresponding half of 1861, to $5,000,000$; the staple articles of tea and silk alone, exhibiting a falling off of nearly 80 per cent. During the latter portion of 1862, the rebels were driven from several cities in the neighborhood of Ningpo, leaving desolation and ruin where they had found cultivation and wealth, and during the early portion of 1863, they were repulsed across the Tsientang, and the whole of the southern portion of the province was freed from their presence. An Imperialist force shortly afterwards crossed this river; drove them from Fuyang and, by investing Hangchow, effectually prevented any incursion in to the lately recovered districts. Poverty and desolation prevailed in almost every district they had evacuated, and even yet the province has by no means recovered its wonted prosperity. But still cultivation has, to a great extent, been resumed; communications have become secure, and trade has begun to flow in its accustomed channels, towards the mart where foreign purchasers await it. The consequence has been that, during 1863, the value of exports rose from $2,000,000, to which it had fallen during the seven months of rebel occupation, to $7,000,000; and that of imports from $3,200,000 to $16,000,000 But although the aggregate trade of the port has thus risen higher than even during previous years, its character appears to have undergone a considerable change. No less than half of the total value of the export trade is represented by cotton, of which $3,500,000 worth left the port in 1863, against Tls. 40,780 worth in 1861; while tea and has fallen from 7,000,000 lbs., valued at Tls 1,650,000, to 4,850,000 lbs. valued at $1,288,000; and silk from 8,500 bales valued at $23,000. 2.3. 8,000, to 63 bales valued at $23,000. During 1862, 2,000,000 lbs. of tea, only, left the port, so that there has been a very considerable revival in the cultivation; but silk exhibits a falling off from even 1862, as in that year 1,873 bales were exported, while 1863 is represented only by a paltry 63. The exhaustion of the silk districts during their occupation by the rebels is, however, quite sufficient to account for these results, as the same steady decrease has been experienced at Shanghai, and it is to be feared that the current season will exhibit no improvement. Eventually, however, it may be hoped that Ningpo will recover to the full its former supply of these two valuable kinds of produce, besides retaining that trade in other articles which has served so enormously to swell the receipts at its Custom House during the past year.

Passing to imports, we notice that the single article of rice, again, represents no less than one third of their total value as, during the year under review, no less than $6,700,000 worth of rice was absorbed by the Ningpo market. This result is the exact opposite of that which the previous history of Chekeang would have led us to expect, had not the desolation produced by the rebels furnished a too ready explanation. Formerly, Chekiang was the granary of other provinces. During the past year it was a purchaser; but it may be hoped that cultivation will have been resumed during the current year, sufficiently to enable it again to rely on its resources. Setting aside the year 1862, the increase on which, exhibited in the present Return, is overwhelming, we may mention that several other important articles of traffic exhibit an important advance, even over 1861. The importation of opium has increased by more than $1,500,000 dollars, and that of sugar by more than $1,000,000. Thus, on the whole, we must consider the prospects of Ningpo highly promising. Its trade has recovered with singular elasticity from the depression caused by the rebel occupation, and new branches of commerce have sprung up, while those which had suffered, bid fair soon to reach their former standard.

SUMMARY OF THE WEEK.

THE temperature of Shanghai has decreased during the past week, and a corresponding decrease in the number of cases of epidemic disease has been noticeable. Public interest has been concentrated on a case which has occupied the attention of H. B. M. Consul since the 5th inst. Tong Fat, a Fuhkien man who has been engaged in the opium trade in Shanghai, claims Taels 14,000 from the British and Foreign Marine Insurance Company, on a policy of insurance on goods lost by the sinking of a schooner outside the bar at Newchwang. The evidence brought by the plaintiff's counsel will be found published elsewhere, the extreme length of the case compelling us to hold over the evidence for the defence until next Saturday. The case was closed at 11 A.M. this day, but judgment has not yet been pronounced. The defendants endeavored to prove that the vessel was intentionally lost with the knowledge and consent of the plaintiff, and that the cargo which was supposed to have been opium, had been tampered with, and replaced by boxes containing rubbish of different descriptions. However easy it may be to show that a swindle on the company has been attempted by some one, we imagine that there will be considerable difficulty in proving the plaintiff's complicity. Three American citizens named Taylor, Hodge and Mansfield have been tried on a charge of murdering a sampan man by throwing him overboard in the current. The evidence against the prisoners was purely native, and was so contradictory that, at the close of the case for the Government, a *nolle prosequi* was entered, and the prisoners discharged. Full particulars have been published in our Daily issue. An attack was made some few evenings ago on a foreigner by four Cantonese, who suddenly planted themselves in his way, one of their number presenting a revolver and snapping it. It fortunately missed fire, whereupon the ruffians fled. The fact that this attempted murderous assault was made in the middle of the English settlement (Foochow Road) and at the early hour of eight in the evening does not tend to increase the comfort of foreign residents who are compelled to be out of doors at night. It will, we fear, soon become the rule that foreigners will at night go through the streets armed, and instantly resent any insult or attempted assault. The Municipal Council have been again compelled to legislate in defence of the nervous members of the foreign community. The disordant cries of the street coolies have latterly become so serious a nuisance that a proclamation couched in threatening language has been issued to put a stop to the yelling which from morning to night filled the streets. The Council have, we perceive, by the minutes of the last meeting, discovered another source of revenue in the taxation of native cargo boats lying off the foreign settlements. We hope that their design will not be frustrated, but we cannot conceive any boat owner weak enough to pay for a privilege which he can certainly claim without a license from the Municipal Council. The Reid *v.* Leighton case has again been brought on for trial, in a form somewhat different from that in which it was on the first occasion laid before the U. S. Consular Court. Leighton & Co.'s compradore now claims a sum of ten thousand Taels from Mr. Macready, who it will be remembered was the clerk who signed the godown-orders which were the cause of the dispute. The case is still under the consideration of the American Consular Court. The steamer *Confucius* started this morning for the mouth of Yangstze, having in tow the hulk *Hero*, which is destined to replace the present outer light ship, while the damage sustained by the latter during the typhoon of the 13th ultimo is repaired. She will then be sent to the Lang Shan crossing permanently, to replace the light ship at present moored there, but which has been condemned. From Chinese sources we learn that the E-Wang, one of the earliest leaders in the Taiping movement, and subsequently the head of an insurrection in the western provinces, has been seized, and tortured to death by order of Lo Ping-chang, governor general of Sze-chuan.

The English Mail of June 26th, with London telegrams to July 4th, was received on Wednesday last, the 10th instant, by Messrs. Gibb, Livingston & Co.'s new steamer *Dumbarton*.

From NINGPO, we learn that the Franco-Chinese and Imperialists have sustained a serious reverse at Hochow, by which six European officers and about eight hundred Chinese were killed. It is said that the folly of the Fan-tai of Che-keang in making a demonstration at a moment when, to carry out D'Aiguebelle's designs, the utmost secrecy was necessary, brought on this catastrophe.

We are informed that, on the 2nd instant, the Chung Wang was beheaded at NANKING. He was not tortured. It is said that he has disclaimed any connection with the Hochow rebels. In order to mark the Imperial appreciation of the conduct of the provincial officers principally concerned in the capture of Nanking, Tsêng Kuo-fan has received the rank of *How* (Marquis) while his brother Tsêng Chiu-ta-jên and Li Futai have been made Pé (Earls), all three being invested with the two-eyed peacock's feather.

From the NORTH, we have no advices of importance.

By the steamer *Pembroke* from NAGASAKI, we are informed that at the time of her departure, the *Barossa* and *Cormorant* were lying at anchor fifteen miles off Shimonoseki, awaiting the Prince of Choshiu's answer to Sir R. Alcock's demands, as to the opening of the Inland sea. On the 3rd inst. the *Alice* arrived from England, 150 days out.

H. B. M. CONSULAR COURT.

Shanghai, August 5th, 1864.

Before Sir HARRY PARKES, K.C.B.,
H. B. M. Consul.

J. KAHN, Esq.,
Captain WILKINSON, } *Assessors.*

TONG FAT *versus* BRITISH & FOREIGN MARINE INSURANCE COMPANY.

The plaintiffs claimed Tls. 14,400, the amount of a policy of Insurance on goods lost at sea.

The defendants pleaded that they were not responsible for the insurance; that the plaintiff connived with the captain to lose the goods, and that part of the cargo stated by the plaintiff to be opium was not opium.

Mr. COOPER said the plaintiff came to Shanghai about 19 years ago. In September 1863, he purchased the schooner *Melita* which sailed under the American flag. She got ashore on the north bank at Newchwang, and was then insured. She sustained a great deal of damage, and much expense was incurred in repairing her. She was then chartered for Foochow and went aground twice, which occasioned a delay of 14 days, and came back to Shanghai. She was then advertised for freight. She received 80 chests of opium, 573 packages of paper and 15 bales of cotton. (Mr Cooper handed in the papers, which shewed that these goods had been put on board.) The vessel went from Shanghai to Newchwang, when the captain, warned by having gone ashore on a former occasion, took especial care and waited for a pilot for 48 hours, but not getting one, went in and got ashore on the S. W. bank. The question was, whether the Captain intended this to happen. Several vessels had gone ashore in the same way on previous occasions, even with pilots on board. (The Captain's protest was then read, which was nearly to the above effect.) All hands went on board the Danish brig *Isis* when the vessel was wrecked. The pilot was on board when she commenced to fill. He (Mr. C.) might make many more observations with which, however, he would not trouble the Court, as they were not of very much importance; he thought there was no ground whatever for doubting the captain's conduct, and was sure that the Court would so decide.

TONG FAT:—I am a Fohkien man. I have been 19 years in Shanghai. For the last three years I did commission business in shipping for Chinese. I live in Shantung Road. I have done business with Pustau & Co. for three years. Before that I was doing ship brokering for Bower, Hanbury & Co. Before that, I did business with Hogg Brothers. My business with them was to send peas to Hongkong. Last year I had opium on board receiving ships. I insured the opium against fire on board the receiving ships. About two years ago I had a quarter share in a barque called the *Martaban*. The other shares belonged to Chinamen. Pustau & Co. managed for me. She sailed under the Hamburg flag. I bought another vessel last year called the *Toy-fat*. I bought the *Melita* from a Silk merchant, in September last. The tonnage is 198 Itegister. Captain Barker was master of the vessel. I paid for her $4,200. The ship was bought in the name of Captain Barker. Her first voyage was to Newchwang. I insured the ship for the voyage from Shanghai to Newchwang and thence to Foochow for Tls. 4,000, and the cargo for Tls. 5,000. The vessel was aground for two days at Newchwang and got damaged. She was too much damaged to take in cargo, so came back to Shanghai. Tls. 2,000 was the cost for repairing her. This was in November Her flag was then changed for the English, and the vessel was sent to Foochow in ballast. I insured the ship for Tls. 6,000 to Foochow and back. She brought back spars from Foochow. The ship arrived in safety at Shanghai. She arrived in February. She was then advertised for Newchwang. The vessel was then insured for Tls 7,000. The reason I did not insure back was because I wanted her to go to *Foochow*. When Captain Barker came back from Newchwang, he said he wished to leave the ship. I asked Captain Barker to remain until I could get another master. The captain wanted to leave the ship on the previous voyage to Foochow. The captain said the vessel was advertised for Newchwang. The cargo consisted of 573 packages of paper, 15 bales of cotton and 80 chests of opium. I insured these. I had some ammunition also on board. Pustau & Co. insured the paper and cotton in my name for Tls 3,000. The paper and cotton were my own. Ten out of the 80 chests of opium belonged to Messrs. H. B. Cama & Co. They told me to buy it on their account with money which they sent me. They made three payments, by bank orders; not altogether. They gave me Tls. 5 per chest freight, and I was to get commission on it at Newchwang. I insured these with Cama & Co. The other chests were bought by me on account, part for native and part for foreign hongs. I purchased 10 chests for Cama & Co. from Dent & Co., at Tls 645 per chest I bought 42 chests altogether from Dent & Co. I paid back by bank order. On the 8th March I bought the opium All that I bought was of the best quality except Russell & Co's which was old and inferior. and for which they, therefore, gave a lower price. When I go to buy opium I don't inspect it myself; I send another person. I saw some of this opium, not all. If it is approved of, it is then sealed up. I get delivery order from the seller. I take it to the Custom House, pay the duty, and get the opium. The duty was Tls 38.42, Shanghai sycee, per chest There is also a China squeeze to be paid, amounting to Tls 3.4 7, there was also another tax of Tls 7.5.

THE COURT:—These taxes are legal. The Chinese mistake the word squeeze for tax.

To Mr COOPER:—I paid this duty myself, but in the name of the sellers. I got bills of lading for 20 chests of opium from Pustau & Co. for Bower, Hanbury & Co. I got two bills of lading for 10 chests each to give to Bower, Hanbury & Co. to insure. Bower, Hanbury & Co. said they could insure. I got my policy, and paid the premium There was a former policy for 5 chests in August, 1864. I borrowed money for the purpose of paying for some of the opium I have sent opium to Newchwang frequently before. I have lost goods through shipwreck before at Newchwang. I did not tell Captain Barker to lose that ship. Messrs Bower, Hanbury & Co. refused to stop the captain. After finding this out I offered, through Messrs Pustau & Co., to defray his expenses if he waited. Chung and Lo were the names of the men employed by me as supercargoes. One is now in Shanghai, the other is not here, he is in Amoy. When the *Melita* came back, Messrs Pustau & Co. obtained the services of another captain. He waited on board one of Pustau's steamers until the schooner returned. I don't recollect his name. The *Martaban* was not lost. The *Toy-fat* went to Foochow. The *Toy-fat* has since gone to Siam. I have never lost any other ship. I was brought up before, by Mr Hanbury but I don't know why. The amount of Tls 14,400 claimed under the policy of insurance is justly my due.

To Mr. MYBURGH.—I did a good deal of business in opium last year and this. I lost some four or five thousand taels on opium within the last twelve months. I sent opium to a great number of places last year. At the end of last year I bought about one hundred and twenty chests. I bought this opium from foreign hongs. I have an account of all the opium I bought. I owe my banker about eight thousand taels, and nine thousand taels to another man named Yuen Fong. I owe money to no one else. I owed Dadshaw & Co. no money when the *Melita* went to Newchwang. I have a running account with Pustau & Co., and owed them about nine thousand taels when she left. This included the money owed by my hong. I cleared off the score in the second month of this year. I borrowed about twenty or thirty thousand taels at the time when I sent the opium to Newchwang. This I borrowed from the Sing-yuan Bank. I have repaid upwards of ten thousand taels. I now owe about eight thousand taels. I have only one banker. I have no money on hand. It is the Chinese custom to buy goods and pay money; and then to sell goods and receive money. I have paid off fifteen thousand taels; but I got that by the sale of wood. I paid for that wood, otherwise I could not have got it. The opium chests were sent direct to the *Melita*. Forty chests were delivered on the 14th. The opium was not landed because it cannot be landed without paying duty. I paid the full amount of taxes. If I had not paid these taxes at Shanghai, the opium would have been liable to confiscation.

A discussion here ensued between the Court and Mr. Myburgh as to the liability of native merchants to these taxes under certain circumstances. The Court stated that any goods which could be proved to be of a foreign character were liable to taxation.

I did go to the opium office and the junk office and get the chests stamped, because it is my duty to pay the taxes that my country requires me to pay. I should have acted surreptitiously had I done otherwise. I paid duty

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on ten chests received from Cama & Co. They were shipped in my name.

Mr. Mylurgh begged that the Court would note these replies. He would be able to disprove everything the witness said—especially the denial that he knew it was a landing tax.

The Tls. 40 tax on these chests would have been charged to Cama & Co. on the delivery of the opium at Newchwang. If Cama & Co. deal in opium through me, they are liable for war taxes. They had paid me the Tariff duty. I shall certainly claim payment of the other taxes. I have asked for them, and they have said they will wait until they see the result of the shipment. Cama & Co. made an objection to my having paid duties, but I proved to them that they derived an advantage at Newchwang.

Mr. Mybburgh insisted that the taxes were purely local, implying that no such advantage could be derived.

I cannot speak as to the condition of all the chests of opium. Those belonging to me were as I received them. It is the practice of the opium ships to charge taels 2 per chest for gunny coverings over chests, and Chinamen do not think it worth while to pay this. A Chinaman would not buy opium with the gunny round it, because the gunny is not worth taels 2. The absence of gunny would not affect the value of opium at Newchwang. There was no casing round the chests I allude to, nor any seal. Chinamen think nothing of these things.

(August 6th.)

Tong Fat was again called, and said in reply

To Mr. Cooper,—The price I thought to get for the opium at Newchwang was taels 680. I saw that the opium was in mat bags on board the receiving ships. I don't know that opium is ever rolled in paper inside the boxes. The seal on the opium was on paper on two sides of the box. I was not on board the *Melita* before she left for Newchwang this time.

To the Court,—I bought ten chests of opium for Cama & Co. The Bill of Lading was made out in my name. Cama & Co. insured it themselves. They insured fifteen chests for the Kung-ping Hong also, and five chests I insured at Cama & Co.'s for myself. They paid the Custom House duty only, the other duty they did not pay. They said they would not, until they knew how the opium sold at Newchwang. The opium would be seized at Newchwang if the receipts, not only for the Custom House duty but the native duty also, could not be produced. I sent these chests up by a supercargo named Tung-tsung-chia. Thirty chests were consigned to a foreign merchant named Schötler, and fifty were to order. I put two supercargoes on board. They were in my employ, and I paid them wages. One of the supercargoes was manager and the other spoke English. Some of these chests of opium were dearer than others. Thirty chests of my own, I insured with Kung-ping Hong, Cama & Co., and Russell & Co. I was commissioned by Cama & Co. to ship five chests last year. Formerly they used to get their own supplies, but this year did not, so commissioned me to buy ten chests. I bought opium for Pustau & Co. last year. This time I was going to sell the opium for Cama & Co. I sent the opium direct from the opium ship to the *Melita*. I did not go with it myself.

Tsai A-chia said:—I went on board the *Emily Jane* to buy opium in the 2nd moon. I took delivery of forty chests on the 7th day. (14th March.) I am quite certain that forty chests were given to me on that day. I took them on board a foreign ship. I don't know her name. She was two-masted. I was never on board before. I don't know all Tong Fat's business. This vessel had been hired or chartered for two or three months. I got a paper from the 2nd mate when on board. I went two days with opium. On the first and second days, I was accompanied by another man, Chiu Ka-chi. We went in one boat the first day; and had two boats on the second. This time we took forty chests more. I had twenty-seven in one boat and Chiu Ka-chi had thirteen in the other boat. We got a receipt for them. I waited on board the *Emily Jane* because it was raining. I left at 1 o'clock and got on board the schooner at 2. I have been here thirteen years, so know the place well. The schooner was anchored nearly opposite to Dent & Co.'s hong. There was no cover to the boat on the first day. The opium was not exposed when it was raining. The cause of our taking one hour to go was because we were sculled slowly by two men, and the tide was against us. It was raining on the way to the boat, but the opium did not get wet. It was in boxes and got very slightly damp. The boxes had no outside covering. We did not receive any covering on board the *Emily Jane*. I went straight to the ship. I spoke to no one on the way. I would know the boat I went in if I saw it. We were four in all on board the boat. I had forty chests on board one boat. On the 8th day I went on board the *Wellington* and got twenty seven chests, and thirteen from the Paushun ship. On that day I employed two boats. I did not wish to take the same boat to each ship, so I took two. I first got twenty-seven chests from the *Wellington*. I went direct to the schooner with these. The other man went to the *Emily Jane* and Jardine's vessel. I arrived at the schooner before him. He came shortly after. I left the *Wellington* at 11 o'clock and got to the schooner at about 12. We started from the same jetty, but did not meet till on board the *Melita*. It was raining that day. The twenty-seven chests had no covering, neither had the others in the other boat. I got a receipt for them. I am quite certain that it was on the 7th and 8th days of the second month that I took the opium. I took no more cargo of any description on board the schooner.

To Mr. Mybburgh.—It was in a ferry boat I took the opium from the *Emily Jane* on March 14th. I am sure it was not a large boat. The boat that I took the opium in alongside the schooner had not a mast. On the 7th day I did not go to the Custom House junk with the opium, nor did I on the 8th. (March 15th.) The two shipping orders I took on board the schooner on the same day.

Mr. Pigott said,—I know Tong Fat since the spring of 1862. I think from time to time we have insured goods on his account. I have been an assistant from Shanghai for some times. I only knew at the time that the *Melita* had a good cargo of opium. Tong Fat came to me and said that he had got a good opium freight for the vessel, and was going to Newchwang. I know that none of the opium belonged to Schötler & Co. of Newchwang. Opium might have been sent to them without being their own. I remember the return of the *Melita* from Foochow. I heard the captain state that he wished to leave the ship. About a week after the *Melita* left for Newchwang I engaged a new master for her. Captain Barker only agreed for this voyage. He expressed his intention of going home after the voyage was completed. When on board of the loss of the vessel, I wrote to Bower, Hanbury & Co. and to Russell & Co. reading the policies of insurance and the Bills of Lading. Mr. Hanbury came to me and said that he had some misgivings about it, and could not accept the policy. It appeared that there were some irregularities in the Captain's protest. The Captain said that it was not his fault, it was the fault of the person who made out the protest. I have always known Tong Fat to be a respectable, honest man. The Bills of Lading in my office were not marked. I suppose it was through mismanagement. I think the opium Bills of Lading should have been marked, but it frequently happens as in this case.

To Mr. Mybburgh:—Tong Fat keptan account current with us. At the time the *Melita* was in Shanghai there was a balance of 7 or 8,000 taels in our favor. I don't know whether he had been asked to pay it. It used to be a custom for Chinese to get permits from Europeans for shipping goods in order to avoid the local tax, but I think it has been to a great extent suppressed. I obtained a permit for Tong Fat. I think his object in coming was to evade the local tax. I don't know whether opium shipped by a Chinaman for a foreigner would be liable to this war tax.

Chin Ka-chi said:—I am in the Koo-pee firm. I oversee business on board ship. I examine opium. I took delivery of some opium on the 7th day from the *Emily Jane*. I took forty chests. I was accompanied by Tsai A-chia. I delivered them on board a vessel with one mast and a half, whose name I don't know. We got forty chests the next day also. I got thirteen chests, and took them to the same vessel. Tsai A-chia went on board the *Emily Jane*, got twenty-seven chests, and came on board the same vessel also. The boat we took on the first day was the same as a Pootung ferry-boat. There were two men in it. She has got no mast. She is one hundred piculs capacity. She has no covering. We got the opium at 12 o'clock. The schooner was lying a little way down towards the new dock. On the second day we had the same kind of boat. The reason for our having two boats was that on that day we had to go to three vessels. Tsai A-chia was at the schooner before me. There was no covering outside the opium chests. Opium chests are generally wrapped up. The weather was rainy on both days. Rain won't spoil opium. When the boat was called the weather was clear.

To Mr. Mybburgh.—The first ship I went to on the 8th day was Jardine's vessel.

(August 8.)

C. Grunendahl said:—I am a clerk at Messrs. Pustau & Co. I remember the Captain signing these two bills of lading. I made some of them out to Mr. Schötler and the rest to order.

To Mr. Mybburgh:—I did not make out these bills of lading in one day. Tong Fat told me at the time I made out the bills of lading, that the opium belonged to different people. I did not ask him why there were no distinguishing marks on them. I made out bills of lading for 40 chests of opium on the 15th March. I don't understand why, in the bills of lading, the opium to order should be dated the 15th, and that to Mr. Schötler the 16th March. Tong Fat said to me that he wished it made out to order. I said I had made some out for Mr Schötler, but that I would make the rest out to order.

To Mr Cooper:—I am not sure whether the bills of lading were signed all at one time or not.

To the Court:—I am quite certain that the bills of lading made out by me with Mr. Schötler's name in them, were written before those signed to order. I cannot account for the date of the bills of lading to order being previous to those to Mr. Schötler, except by the fact that there must have been a mistake in the office. I think it probable I may have made them all out on the same day. Tong Fat used to come into the office very often. I did not begin to make out the bills of lading until Tong Fat told me to do so.

T. Hanbury:—In my previous deposition, I think I said that the amount of opium was about 80 chests. I am of opinion that the valuation for insurance is excessive. I don't recollect having thought it excessive at the time the policy was signed. It was not pointed out to me, and I did not notice it. Before I heard of the recovery of the fraudulent opium, I had my suspicions awakened by hearing that Tong Fat was in difficulties, and I knew he owed Tls. 8,000 to the Yuen Fong bank. We used to insure for him, and I recollect on one occasion we chartered a vessel to him. I have some objections to the protest sent down from Newchwang. One is that Ainsworth swears to having seen happen what he had not been present at. Another is that the Consul has the mate's name as John H. Roberts, the protest is signed John Robert Bell, and the real name of the man is Charles Smith. I don't think there was sufficient cause for throwing the opium overboard. There was a large quantity of stone ballast which might have been thrown overboard. The opium weighed about 5 Tons, and the whole of the cargo 15 or 16 Tons. It was my impression that the vessel was wrecked at the time I made my first deposition. I did not arrest the captain, as news of the discovery of the fraudulent opium was not received till the day after he bolted to California. I advised the English and American Consuls to detain him, but they declined unless I would enter a criminal action, and at that time I considered there was not sufficient ground for sending him to prison. Russell & Co. and myself were anxious to detain him. Russell & Co. got the information about the hurried departure of the Captain, from the agents of the vessel in which he was leaving. I did not first get it through Mr. T. Cooper. At the time of the examination of the captain, we were not aware that a case was to be brought against us. It was intended for the elucidation of the whole matter. The captain stated at his examination that the mate had left Newchwang and gone south in the brig *Star*, which, after calling at some other places, came to Shanghai. I went on board when she arrived, and asked the mate a great many questions regarding the affair. I have good reason for believing the opium chests were received on board the *Melita* on the 16th March, because one of the sailors had previously made the same statement to that effect as the mate.

To Mr Mybburgh:—I should consider it strange to send up such an amount of opium, as the market at Newchwang is a small one. 15 chests would not be a suspicious quantity. I did not like to take it upon myself to detain Captain Barker, as I had not sufficient evidence to bring forward at the time. I had not then heard of the salvage of part of the opium. The rules of our company are, not to take risks on Chinamen's vessels.

To the Court:—I believe our orders would not justify us in taking insurance on the *Scotland*, *Nanzing* and *City of Nantes*, if known to be solely owned by Chinese, but I do not know that. We have taken insurance on the *Nenzing* because I believe she is partly owned by Europeans. If there is a mixed interest I think we are justified in taking the insurance. I have written to my company, drawing attention to the difficulty in ascertaining whether a vessel does really belong to a Chinaman or not.

D. Pestonjee said:—I am head of the firm of H. B. Cama & Co. We deal in opium. In last March I forwarded ten chests of opium by the *Melita* to Newchwang. I employed Tong Fat as commission agent. He was to buy opium here for me, take it to Newchwang, and sell it there. I believe he bought it at the rate of Tls. 545 per chest. I paid him Tls. 5,410 on the 11th of March; this was for the opium. Tong Fat insured thirty chests of opium with me, and I insured ten chests for him. Altogether, Tong Fat insured only thirty chests with me. Since I came here a year and six months ago, he has afforded me such satisfaction that I was quite ready to accept his insurance. If I want to find out who are owners of any vessel which wants to insure, I write to the Captain for particulars. I would insure for any vessel owned by Chinese, provided she were of foreign build and had a foreign crew.

To Mr. Mybburgh:—The amount of business which Tong Fat does with me is much less than last year. This falling off commenced about two months after the Chinese new year. Tong Fat was to have received Tls. 10 from me, as commission on every chest of the opium sold in Newchwang. One night, before the vessel was lost, Tong Fat told me that he was in distress, and that the opium had better be taken out of her. I don't recollect Tong Fat speaking about the taxes. On former occasions I have not paid any local tax at Newchwang. The stipulation between Tong Fat and myself was that the opium was not to go to Schötler, but was to be sold by Tong Fat himself. I should not have been content with less than the European market price, and I expected to get a little more.

To the Court:—There is a difference in the tax-duty between English and Chinese markets at Newchwang. The difference is the war-tax, which amounts to Tls. 40 or 42. A war-tax certificate from here will free opium from the payment of the war-tax duty in Newchwang. I have been told this by Chinese merchants. There is sometimes a good market at Newchwang. I sent up the ten chests of my own, knowing that Tong Fat had 70 chests in addition. I thought that it would all sell in Newchwang. I bought at Tls. 545, and shortly after the market went up to Tls. 560.

Mr. Cooper, *junior*, said:—On the second occasion on which I called on Mr Hanbury, I told him that the Captain was about to leave the place. Mr. Hanbury said that Russell & Co. had taken the matter in hand. After the examination which was held at the American Consulate, I asked the Court to detain the captain. The court said that there was no criminal charge.

(August 9th.)

Tai-le-fung, Manager of the Fung-king firm, said:—About the 10th of March, I bought 30 chests of opium through Tong Fat, and paid for them. I shipped them through Tong Fat to my agent at Newchwang. The opium had not been addressed to this agent. The freight was Tls. 5 per chest. Tong Fat procured the opium for me at Tls. 550 per chest and took them at Tls. 5 per chest. I gave Tong Fat the money two days before he bought the opium.

To Mr. Mybburgh:—I only know that Tong Fat was to take the opium to my partner or agent at Newchwang. It was part of the arrangement that I was to pay the duty to Newchwang, also the war-tax. I have paid this war-tax to Tong Fat. I don't know whether the opium is stamped when the war-tax is paid. My brother has dealt in opium for seven or eight years and I have dealt in it myself for six years. Opium is unsaleable anywhere coming through Chinese hands, unless the certificate can be produced; and one dealer will not take opium from another who has not got this certificate; at least, if he does, it is at his own risk. The account with Tong Fat will show the commission, the freight, the taxes, &c.

Tung-chau-fung, said:—I am the manager of the Yuen-ting hong. I commissioned Tong Fat to buy ten chests of opium for me and send them to Newchwang. After he bought the opium I paid Tong Fat Tls. 558 per chest for it. Every thing included, I paid him Tls. 6,000 on account. He insured the opium at Tls. 7,200. I asked Tong Fat to buy, sell and insure it for me. I don't know whether the opium was landed at Shanghai I left the management of the business to Tong Fat. I don't know how much I paid Tong Fat for putting the opium into small packages. I am not well up in opium business. I don't know where Tong Fat bought the opium. I had nothing to do except to pay for it and get the profits. These profits I have not received. I didn't expect it to be sold for any particular sum at Newchwang, but I thought the more the better. At the end of last year and the commencement of this, opium sold well at Newchwang.

H. M. Smith said:—I am a pilot at Newchwang and commenced to act as one in last August. I recollect the schooner *Melita*. On the 30th March last, about 3 P.M., I boarded the *Melita* by myself. At that time she was on the west bank. I could not get the bearings by Tower Hill, as it was foggy. Tower Hill is the principal mark there. She was then at anchor. Captain Barker accepted my services without any hesitation. It was very nearly low water, and the tide was ebbing when I went on board. The captain said that the schooner was drawing 10½ feet of water. When I went on board, the captain knew that he was on the bank. The vessel was aground and she had about her own draft of water around her. When I boarded the schooner, the weather was fine. The flood tide made after I had been on board about an hour. There was a ground swell when the tide made. This was the time of dead neap tides. The vessel thumped very hard several times. At six o'clock I sounded the pumps. There is a hard sand bottom. This is the character of the whole of the West Bank. I don't recollect how many inches of water she had in the hold at the time, but I know that it was increasing. All hands were put to the pumps. I don't know how many men there were on board. The flood tide sets on the bank in a N. Westerly direction; the consequence was that the flood tide did not take her off. There was a light breeze from the North, but not sufficient to work the ship. If I had had a sufficiently strong wind I could have worked the vessel off the bank. Of this I have no doubt. When the ebb tide came on at 9½ or 10 o'clock, we got our anchor up and dropped down some distance. I think it was at about 1 o'clock that we dropped off into deeper water. This was the only available means which could be used. Where we dropped her to was 15 feet deepat low water. Our object was to get the vessel in. The next morning, if the wind and weather had not changed, we could have got her in. I don't think the water gained upon us, during this time, sufficiently to have prevented us from getting in. The water continued to rise in her after we got off. We fired guns for assistance. All hands shouted to attract attention. I don't think a horn was blown. We did not know whether assistance was at hand or not. There were some ships lying outside and we dropped out nearer to these vessels. There was cargo thrown overboard. At that time it was reasonable to suppose that the vessel might sink. The captain ordered the mate to throw the cargo overboard to get at the ballast, and then to throw over the ballast.

To the Court:—The captain first asked my advice as to throwing over the cargo. I told him that I was young and inexperienced and could not advise, so that he had better take his own course. The captain then gave the order to the mate to send the hands below to heave the cargo overboard. I was standing by the captain at the time. The captain then said to me that the reason he gave this order was to get at the ballast to throw it overboard. After some time the men were ordered to knock off work and heave up the anchor. We anchored again and commenced pumping. It was some time after this that we commenced shouting for assistance. I am certain that no ballast was thrown overboard; but thirty or forty packages of the cargo were.

To Mr. Cooper:—In the morning there was no wind to speak of. After shouting for about half an hour, a boat from the brig *Isis* came to our assistance. We also lowered one of our own boats. Cabin stores were put on board the boat, and also sailors' clothes. I went on board the *Isis*, to ask for the *Isis*'s boat and crew, for our boat was partly disabled and the crew of the *Melita* had been working all night. We sounded and I think it was three fathoms. I thought the vessel would sink. The Captain of the *Isis* gave me the boat and I think four men, and I went off with them. The pilot boat left when I went on board first, and I have not seen it since. I took the boat back to the *Isis*, and got back to the *Melita* at about 10 or 11 o'clock at night. At the time I left the *Melita* for the *Isis*, there were about seven feet of water in the hold. I went at 6 or 7 o'clock. When I went on board the *Melita*, I don't know whether Captain Barker or the mate were on board. When I got alongside I was asleep, but I woke and heard the cable sinking in the water as I came alongside. The port rail of the vessel was out of the water at low water. I came up at the port side. When I left the *Melita* I piloted another barque; the captain and another pilot went up to Newchwang. I recollect the captain saying that it was very hard that he should lose the ship, and that bad luck was following him. He spoke in this way several times. I have no reason to think that he was shamming. I saw tears in his eyes. He did not actually cry. I have no reason to think that he was not affected. While I was on board, I saw nothing in the Captain's conduct which could lend me to suppose so. The *Nazerene*, an English iron ship, grounded in the same place some time ago. I do not know if she was in ballast or not. I think it is probable she was. Within my own knowledge, since I commenced piloting in Newchwang, four or five vessels have gone ashore on the East or West bank. Either on April 2nd or 3rd, the *Isis*, on the way up, went on shore also, being at the time in charge of a pilot. I saw her on my way in. She was fairly up on the East Bank, and was high and dry at low water. When I first went on board, the captain of the *Melita* told me that he had been waiting outside for a pilot for forty-eight hours. I don't recollect having had any conversation with the captain about the chart. The *Melita* was, I think, a sharp-bottomed vessel. She had a large draft of water for her size. The mate of the *Melita* asked me two or three times whether I thought she was going to sink. He did not say anything to me about the throwing overboard of the cargo. I don't know whether any of the paper was thrown overboard also. I don't know whether it was any particular part of the cargo which the Captain ordered to be thrown overboard.

To Mr. Mybburgh:—I commenced to pilot in August. The season closes in October in Newchwang, so I was only two months there. I was not merely learning. I was a ship's compradore previously. I have been at sea for 12 years off and on. I was the first mate of the steamer *Tantai* out here. The depth of water at high water where the *Melita* lay, when I went on board first, is, I think, 16 or 18 feet. I think, when I went on board, that the vessel lay in about her own draft of water. I don't think she was hard and fast. A few minutes after I came on board, orders were given to sound the pumps. I did hear the mate mention something about the vessel thumping before I came on board. I forgot this until now. About 4 o'clock she swung to the tide; no attempt was made to get her off then. There was no wind then and the tide set in on the West Bank. She made about eight inches of water that afternoon. I did not give a single order while on board. In fact, seeing the vessel in a dangerous position, I did not like to take the responsibility of doing so upon myself. A captain of a vessel came on board that afternoon; he was not asked for assistance. I don't know whether he was master of the Danish vessel *Louisa*. The *Isis* was more than four hundred yards from the schooner. I am sure that she was from half a mile to a mile off. I think the boat was taken off the deck at 8 o'clock and put on the davits ready for lowering. It was quite clear at 8 o'clock. At 12 o'clock I think there were about 4 or 5 feet of water in the hold. This, I imagine, would nearly cover the ballast. Even stone ballast it would be difficult to take out when under water; and it would be impossible with Shanghai mud ballast. I saw some of the packages passed up. One of them was broken. They were wrapped up in paper. I think some of them were round. The broken one was wrapped up in Chinese paper and had characters on it. I don't think they were bundles of paper. The paper on them was dark; red, I think. The supercargoes might have been down in the hold without my knowing it. I don't know the weight of the chests thrown overboard. I suppose there was plenty of room for the opium on the decks. It was from 12 to 1 o'clock that we dropped out, after the cargo had been thrown out. I looked down into the hold after the work was stopped, and the water reached to the chests, which were wet by it. I now think that it would have been better to run in on shore and save the cargo, but I did not at the time, as I was given to understand by the captain that opium was no use after it got wet. After the *Melita* sunk, I did not see any attempt made to save the cargo; only spars, rigging, &c.

To Mr. Cooper:—The captain's avowed object in throwing the cargo overboard was to save the vessel. I thought that reasonable at the time. There was nothing to induce me to express a different opinion to the captain. The mate did not tell me that the vessel was making more water than usual when I went on board.

(August 10th.)

Tong Fat, recalled, said:—I sent fifteen chests of opium to Newchwang by the *Martaban*, after the *Melita* left for Newchwang. The Bills of Lading were made out in my name. Ten of the chests were insured with Russell & Co. I did not pay the war tax on the opium.

To the Court.—I consigned them to a manager or agent I have in Newchang. The reason I sent supercargoes in the *Melita* was that one was to act as interpreter, and the other to keep the accounts. I sent an interpreter and an accountant in the *Martaban* also. (Tong Fat was asked why he paid the wartax on cargo sent by the *Melita* and not on that sent by the *Martaban*, but was not able to afford a satisfactory explanation. The Court said that if Chinese plaintiffs acted in this manner, their cases should be decided by correspondence with Manadarins.) The two supercargoes whom I sent in the *Melita*, came to Shanghai, but when the business was settled, they went away and I don't know where they are at present. I employed them last year. I dismissed them both as I did not want them any longer. I was very anxious to keep the captain here. I did not keep the supercargoes here because the Insurance Company did not want them. I myself did not know the importance of keeping them in the case. (The Court considered it very strange that Tong Fat made such efforts to detain the captain, and yet allowed the supercargoes to go away.) I received Tls. 25 per chest from Cama & Co. to wrap the opium in small bundles. I intended to do this at Newchwang. I did not put the paper in the boxes in order to pack it. I took the paper with me.

To Mr. Cooper:—The opium was to be wrapped in paper in Newchwang. In cold weather, the balls of opium have to be put over fires to enable them to be made in the proper form.

This closed the case for the plaintiff.

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INSURANCES.

PHŒNIX FIRE ASSURANCE COMPANY.

LONDON.

Established in 1782.

Trustees & Directors:

Decimus Burton, Esq.
Travers Buxton, Esq.
Octavius Edward Coope, Esq.
William Cotton, Esq.
John Davis, Esq.
George Arthur Fuller, Esq.
Charles Emanuel Goodhart, Esq.
James Alexander Gordon, Esq.
Edward Hawkins, Jun., Esq.
Kirkman D. Hodgson, Esq., M.P.
William James Lancaster, Esq.
John Dorrien Magens, Esq.
John Timothy Oxley, Esq.
Benjamin Shaw, Esq.
Wm. James Thompson, Esq.
Henry Heyman Toulmin, Esq.
Matthew Whiting, Esq.

INSURANCES against Loss by Fire are effected by the Phœnix Company upon every description of Property, in every part of the World, on the most favorable Terms.

The promptitude and liberality with which its engagements are always met by this Company are well known, and the importance of its relations with the Public may be estimated from the fact that since its establishment it has paid more than *Eight Millions Sterling* in discharge of Claims for Losses by Fire.

The undersigned having been appointed agents of the above Company are prepared to insure Buildings, Merchandize, Goods, and Property against Fire for *large amounts*.

They are also authorized to insure Ships in the harbour against Fire, with or without cargo.

Claims will be paid either by the Agents here or the Company in London.

HUGHES, WILLGOSS & Co.
26ma-65 387 Yokohama, 3rd Mar., 1864.

HOME AND COLONIAL ASSURANCE COMPANY,

Limited.

Capital, £2,000,000,

In 40,000 Shares of £50 each. With Power of Increase.

£1,000,000 Issued.

Directors.

Chairman: John Paterson, Esq., Director of the Alliance Bank.

Deputy-Chairman: Alexander Fraser, Esq., (Maclaine, Watson & Co. of Batavia.)

* James Anderson, Esq. (Anderson Thomson & Co.,) London.

William Frederick Baring, Esq., Director of the Bank of Hindustan.

* Stephen Busk, Esq., Director of the Merchant Banking Company.

William Duthie, Esq., Director of the Standard Bank of British South Africa.

Lewis Fraser, Esq., (Maclaine, Fraser & Co.,) Singapore.

Clark Irving, Esq., Hyde Park Square.

* Duncan James Kay, Esq., (Kay, Findlay & Co.,) London.

James Lyall, Esq., (Lyall, Rennie & Co.,) Calcutta.

T. W. L. Mackean, Esq., London, Chairman of the Bank of British Columbia.

James McMaster, Esq., (late of William McMaster & Brother,) Toronto and Manchester.

Brinsley de Courcy Nixon, Esq., Queen's-gate-gardens.

Augustus Henry Novelli, Esq., (Novelli & Co.,) London and Manchester.

Felix Pryor, Esq., (of the late firm of H. and J. Johnston & Co.)

John Swindell, Esq., (Swindell & Matthews,) Mincing Lane.

William Patrick Adam, Esq., M.P., Blair Adam, Kinrosshire.

Henry Thurburn, Esq., 5, Queensborough Terrace.

* James Wyllie, Esq., (Gladstone, Wyllie & Co.,) Calcutta.

* *Directors of the Marine Department only.*

Underwriter.

J. J. Choisy, Esq.,

Bankers.

London: The Alliance Bank, Lothbury.
" The Consolidated Bank, Fenchurch Street.

Agents.

Bombay—Messrs. Findlay, Scott & Co.
Kurrachee—Messrs. Findlay & Co.
Madras—Messrs. Binney & Co.
Calcutta—Messrs. Gladstone, Wyllie & Co.
Rangoon—Messrs. Gladstone, Wyllie & Co.
Singapore—Messrs. Maclaine, Fraser & Co.
Penang—Messrs. Fraser & Co.
Batavia—Messrs. Maclaine, Watson & Co.
China—Messrs. Turner & Co.

The undersigned having been appointed Agents for the above Company in China, are prepared to issue Policies upon Marine Risks, at current rates of premium.

TURNER & Co.
tf 480 Shanghai, 26th July, 1864.

NORTH CHINA INSURANCE COMPANY.

NOTICE is hereby given that Mr. John Stewart Mackintosh has been appointed Secretary to the Company, and is authorized to sign policies and to transact the general business of the Company.

Mr. Wm. Lemann will cease from this date to act as Secretary.

It is particularly requested that all communications be addressed to the Company's Office next to the Commercial Bank, with the Chinese Stamp "Pau-ka" and not to Messrs. Gilman & Co.'s "Taiping." Firms or persons not having the "Pau-ka" Stamp will be supplied on application to the Secretary. By order of the Directors,

W. LEMANN,
Secretary pro. tem.
tf 422 Shanghai, 25th April, 1864.

ASIATIC BANKING CORPORATION.

Incorporated by Royal Charter.

Authorised Capital £2,000,000.
Subscribed Capital £500,000 of which £300,000 is paid, and remainder in course of being called up.
Head Office—No. 4 Lombard Street.

Board of Directors.

Francis Boykett, Esq., Chairman (Messrs. Timothy Wigging and Co.)
J. A. Russell, Esq., Deputy-Chairman (Messrs. Grey and Coles, and Grey and Co., Bombay.)
Thomas Cardwell, Esq., (Messrs. Thomas Cardwell and Co., and Cardwell, Parsons and Co., Bombay.)
Charles A. Fearon, Esq., (Messrs. Fearon and Co., late of Messrs Augustine Heard and Co., China.)
William Maitland, Esq., (Messrs M'Killop, Stewart and Co., Calcutta.)

Committee in Bombay.

The Hon. Michael H. Scott (Messrs. Ritchie, Steuart, and Co.)
Robert Hannay, Esq., (Messrs. Grey and Co.)
Cowasjee Jehanghier, Esq.

General Manager.—Harry John, Esq., late Agent at Bombay for Chartered Mercantile Bank of India, London and China.

Bankers.

The Bank of England.
The London Joint Stock Bank.

Brokers—Messrs. Foster and Braithwaite.
Solicitors—Messrs Freshfields and Newman.

Auditors.

Messrs Coleman, Turquand, Youngs and Co.

Agencies and Branches are being organised at Bombay, Calcutta, Singapore, Ceylon, Hongkong, and Shanghai.

The Corporation will shortly be prepared to grant *Drafts*, and negociate Bills of Exchange payable at the above places, issue Letters of Credit, and conduct every description of Banking business connected with the East.

6fe 485 6th August, 1864.

ALLIANCE FIRE ASSURANCE COMPANY.

Capital £5,000,000 Sterling.

President:

Sir Moses Montefiore, Bart., F.R.S.

Board of Direction:

James Alexander, Esq., (Alexander, Fletcher & Co.)
C. J. Barnett, Esp., (Barnett, Hoare, Barnett & Co.)
G. H. Barnett, Esq., Glympton Park, Woodstock.
Benjamin Cohen, Esq., New Court.
James Fletcher, Esq., (Alexander, Fletcher & Co.)
William Gladstone, Esq., (Thomson, Bonar & Co.)
G. J. Goschen, Esq., M.P., for the City of London, (Frühling & Goschen.)
Samuel Gurney, Esq., M.P. for Penryn and Falmouth.
James Helme, Esq., Director of the Provincial Bank of Ireland.
Sampson Lucas, Esq., (Lucas, Micholls & Co.)
Elliot Macnaghten, Esq., Director of the Provincial Bank of Ireland.
Thomas Masterman, Esq., Collingwood House, Brighton.
J. M. Montefiore, Esq., Director of the Provincial Bank of Ireland.
Sir Anthony de Rothschild, M.P., for the City of London.
Thomas C. Smith, Esq., 23, Oxford Square, Hyde Park.

Assurances on buildings and contents, accepted at lowest current rates. Losses promptly and liberally settled.

JARDINE, MATHESON & Co.,
Agents in China.
tf 437 Shanghai, 20th May, 1864.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY INCORPORATED BY ROYAL CHARTER AND ACT OF PARLIAMENT.

Established 1809.

Capital £2,000,000.

THE Undersigned have been appointed Agents at this Port, Kiukiang, and Hankow for the above Company, and are prepared to accept risks against Fire at each place, on the customary conditions.

For further particulars apply to

GILMAN & Co.
tf 417 Shanghai, 23rd April, 1864.

MANCHESTER FIRE ASSURANCE COMPANY.

Or Manchester and London.

Capital One Million Sterling.

THE Directors have the pleasure to announce the appointment of Messrs. Holliday, Wise & Co. as Agents for this Company at Hongkong, Shanghai, Canton, Hankow, and Foochow; who are prepared to grant Insurance at current rates, and of whom all needful information may be obtained.

By order of the Board.

JAS. B. NORTHCOTT,
Secretary.
tf 319 Shanghai, 24th Dec., 1864.

BOMBAY ROYAL INSURANCE COMPANY.

THE undersigned having been appointed *Agents* at this Port for the above Company are prepared to grant Policies against Marine Risks on the usual terms and conditions.

DAVID SASSOON SONS & Co.
tf 170 Shanghai, 20th June, 1863

THE LANCASHIRE INSURANCE COMPANY.

THE Directors of the Lancashire Insurance Company have appointed Messrs. W. R. Adamson & Co. Agents for the Company at Shanghai.

By Order,

GEORGE STEWART,
General Manager.
tf 240 Manchester, July 1863.

GUARDIAN FIRE & LIFE ASSURANCE COMPANY

11, Lombard St. London.

Established 1821.

CAPITAL TWO MILLIONS STERLING.

Directors.

Sir Minto Farquhar, Bart., M.P., *Chairman.*
Charles Wm. Curtis, Esq., *Depy. Chairman.*
Henry Hulsey Berens, Esq.
Henry Bonham Carter, Esq.
Charles F. Devas, Esq.
Francis Hart Dyke, Esq.
Sir Walter R. Farquhar, Bart.
James Goodson, Esq.
Thomas Hankey, Esq., M.P.
John G. Hubbard, Esq., M.P.
F. H. Janson, Esq.
G. J. Shaw Lefevre, Esq., M.P.
John Martin, Esq.
Rowland Mitchell, Esq.
James Morris, Esq.
Henry Norman, Esq.
Henry R. Reynolds, Esq.
Abraham John Robarts, Esq.
William Steven, Esq.
Henry Vigne, Esq.

Secretary.

Thomas Tallemach, Esq.

Actuary.

Samuel Brown, Esq.
Superintendent of Fire Department.
Isaac Delvalle, Esq.

The undersigned have been appointed Agents to the above named Company in China and are prepared to grant Policies here or at any of the Treaty Ports against Fire on the usual terms.

ALFRED WILKINSON & Co.
25ju-65 455 Shanghai, 25th June, 1864.

AUSTRALIAN FIRE, LIFE, AND MARINE INSURANCE COMPANY.

(Liability Limited.)

MARINE DEPARTMENT.

THE Undersigned having been appointed Agents in Shanghai for this Company, are now prepared to issue Policies on Marine Risks only, on the usual terms.

Losses can be made payable in Shanghai, Hongkong, Calcutta, Melbourne, or London.

AUGUSTINE HEARD & Co.
tf 308 Shanghai, 4th December, 1863.

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents of the above named Company are prepared to issue Policies of Insurance against Marine Risks to the Extent of Forty Five Thousand Mexican Dollars (Mex. $45,000) payable in either London or Amsterdam or any of the principal ports in India and China.

HAGEMEYER & Co.
25jy-65 185 Hankow, 9th July, 1863.

COMMERCIAL UNION ASSURANCE COMPANY.

Marine Branch: 5 Royal Exchange Avenue. LONDON.

Capital,... 2,500,000.

THE Undersigned having been appointed Agents for the *Marine Branch* of the above Company, are prepared to issue Policies at current rates of Premium.

GIBB LIVINGSTON & Co.
tf 258 Shanghai, 14th Oct., 1863.

NOTICE.

Batavia Sea and Fire Insurance Company.

THE Undersigned having been appointed Agents in China for the above-named Insurance Company, are now prepared to issue Policies against Marine Risks upon the usual terms, to the extent of Mexican $47,000 by Sailing Ship, and Mexican $90,000 by Steamer.

Wm. PUSTAU & Co.
22oc-64 Shanghai, 18th April, 1862.

QUEEN INSURANCE COMPANY OF LIVERPOOL.

THE Undersigned have been appointed Agents in Shanghai for the above Company and are prepared to grant Policies against Fire, as follows—

On private Dwelling Houses of the best description, detached and in the occupation of Foreigners, at the rate of ½ *per cent per annum.*

On Furniture and Stores in the above, 1 *per cent per annum.*

On first-class detached Godowns, ½ *per cent per annum.*

On second-class Godowns 1 *per cent per annum.*

On Merchandize in Godowns, 1 *per cent per annum*; ½ *per cent for 3 months*, and ¼ *per cent for 6 months.*

Policies will be granted to the extent of £10,000 on any one Building or on its contents.

No Insurance will be considered in force until the premium be paid.

Considerable advantages are offered by this Company to those effecting Insurance for a longer period than one year.

Forms of Proposals and all requisite information can be obtained at the Offices of the Undersigned.

BLAIN, TATE & Co.
tf Shanghai, 1st July, 1861.

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned are now prepared to grant Policies in this Office on the usual terms and conditions to the extent of Shanghai Taels 15,000 on the contents of any one building, situated on the British Concession at Tzeehuhlin, Tien-tsin.

SMITH, KENNEDY & Co.
tf Shanghai, 25th August, 1862.

THE NORTHERN ASSURANCE COMPANY.

Capital £1,250,760 Sto.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances against fire to the extent of £10,000 Sig. on any one Building, or on its contents.

For Terms, &c., apply to

TURNER & Co.
tf Shanghai, 3d February, 1862.

YANGTSZE INSURANCE ASSOCIATION.

THE Undersigned, having been chosen Secretaries and Agents of this Association are prepared to issue Policies upon marine risks at current rates of premium.

Policies can be made payable in London, New York, Bombay, Calcutta, Singapore, Hongkong, Fuchau and Shanghai.

In addition to the usual brokerage, this Association returns to the assured of each year, at the close of each current year, fifteen per cent of the profits of the Company for that year, divided *pro rata* to the amount of premiums paid by each Police holder.

RUSSELL & Co.,
Secretaries.
tf Shanghai November 1st 1862.

NORTHERN ASSURANCE COMPANY.

THE Undersigned have been authorised to Grant Policies against Fire on buildings owned by Europeans and in the occupation of Chinese, provided such buildings are of first class construction and situated in the Foreign Settlement.

TURNER & Co.
tf Shanghai, 9th April, 1862.

PHŒNIX FIRE INSURANCE COMPANY.

THE undersigned are prepared to grant Policies in this Office on the usual terms and conditions to the extent of £10,000, on any one building with its contents, or to the extent of £30,000 on three or more separate buildings in the same occupancy.

SMITH, KENNEDY & Co.
tf Shanghai, 25th February, 1859.

"HAMBURG—BREMEN FIRE INSURANCE COMPANY."

THE undersigned having been appointed Agents in China for the above named Company are prepared to grant policies against fire at Shanghai to the extent of £10,000, — on one risk, as under:

1, On Buildings or on their contents.
2, On Ships, lying in port, or on their contents.

For further particulars apply to

Wm. PUSTAU & Co.,
Agents in Shanghai.
tf Shanghai, 1st December, 1858.

IMPERIAL FIRE INSURANCE COMPANY.

THE undersigned having been appointed Agents for the above named Company, at this Ports are prepared to grant Policies against Fire to the extent of £10,000 on Buildings or on Goods stored therein.

GIBB, LIVINGSTON & Co.
tf Shanghai, 15th September, 1858.

NETHERLANDS INDIAN MARINE AND FIRE INSURANCE COMPANY OF BATAVIA.

THE undersigned having been appointed Agents for the Company in China, are prepared to grant Insurance on Ordinary Marine Risks to Europe, United States, India, the Straits, Java, or the Colonies, at the Rates of Premium current with the Local Offices. *Policies payable in* London, Hongkong, Singapore, Penang, and Batavia.

TURNER & Co.
tf Shanghai, 19th February, 1857

HOUSES & LAND.

FOR SALE.

A front Concession Lot at Hankow with newly erected and well built Dwelling House, and Godown measuring 118 by 48, and out houses.

Apply to
CRAVEN WILSON & Co., Hankow.
or JARVIE, THORBURN & Co., Shanghai.
tf 464 2nd July, 1864.

NAGASAKI.

TO Let, a dwelling House pleasantly situated on the Sagaramatre hill, particularly well adopted for invalids, or families intending to spend the summer there.

The House consists of four reception Rooms on the ground floor and four bed rooms upstairs.

Kitchen, good offices, large gardens, all in complete order.

For particulars apply to
BUISSONNET & Co., Shanghai.
PIGNATEL & Co., Nagasaki.
tf 453 Shanghai, 18th June, 1864.

FOR SALE.

FOR SALE

GIESLER'S Creaming Champagne.
Port, Sherry, &c., &c.
SMITH, KENNEDY & Co.
tf Shanghai, 16th September, 1859.

WORKS ON SALE.

At the Presbyterian Mission Press.

BROWN'S Colloquial Chinese or Conversational Sentences in English and Japanese, ...$6.00.
Martin's Anglitical Reader, a Short Method for Learning the Chinese written Language, ...$4.00.
Edkins' Mandarin Grammar—a Grammar of the Chinese Colloquial Language commonly called the Mandarin Dialect, ...$5.00
Edkins' Progressive Lessons in the Chinese spoken language .....$2.00.
Culbertsen's China or Darkness in the Flowery Land, ...$1.00.
Hernlin's Guide to Conversation in the English and Chinese Languages, ...$3.00.
Macgowan's Phrases in the Shanghai Dialect, ...$5 00.
27ja-64 163 Shanghai, 27th June, 1863.

FOR SALE.

SHERRY Ynsi's in 2 & 3 doz. cases, Tls. 8 p. doz
Port, " " " " 8 "
Champagne, in 1 " " " 12 "
Claret, (Barton & Guestier's) " " "
St. Julien, in 1-doz. cases, " 8 "
Medoc, 1 " " 5 "
Cognac Brandy, 1 " " 10 "
do. do. 1 " " 6 "
India Pale Ale, 4 " casks " 2 "
CHAPMAN, KING & Co.
tf 223 Shanghai, 12th September, 1863.

MISCELLANEOUS.

ANY ONE CAN USE THEM.

A basin of water is all that is required to produce the most brilliant and fashionable colours on

Silks, Woollens, Cottons, Ribbons, &c., in ten minutes,

By the use of

JUDSON'S SIMPLE DYES,

Ten colours, Price 1s. 6d., 2s. 6d., and 5s. per bottle.

These Dyes will also be found useful for imparting colour to

Feathers, Fibres, Grasses, Seaweed, Ivory, Bone, Wood, Willow shavings, Paper,

Also for

TINTING PHOTOGRAPHS AND FOR ILLUMINATING.

May be had of all Chemists throughout the United Kingdom and British Colonies.

Wholesale Depot: 19, Coleman Street, LONDON.

4ju-65 444

SAUCE.—LEA AND PERRINS' WORCESTERSHIRE SAUCE,

PRONOUNCED

BY

CONNOISSEURS

TO BE THE

ONLY GOOD SAUCE AND APPLICABLE

TO

Every Variety of DISH.

Extract of a Letter from a medical gentleman at Madras to his brother at Worcester, May, 1851.

"Tell Lea and Perrins that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome sauce that is made."

CAUTION.

LEA AND PERRINS

Beg to caution the public against spurious imitations of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with Spurious Imitations, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. *forged.*

L. and P. will proceed against any one who may manufacture or vend such *imitations*, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

*** Sold Wholesale and for Export, by the Proprietors, Worcester; Messrs. Crosse & Blackwell; Messrs. Barclay and Sons, London; &c., &c.; and by Grocers and Oilmen universally.

31de 318 Dec. 24 1863.

NOTICE.

THE Undersigned, having been assured of the support of the Imperial and Consular Authorities, give notice that they do not hold the interests they represent responsible for any damage done by their steamers to vessels lying in the fair way, as defined by the Harbour Master, or within the berth at their buoys.

RUSSELL & Co.
tf 209 Shanghai, August 28th, 1863.

E. & H. T. ANTHONY & CO.,

501, Broadway, New York.

MANUFACTURERS of fine Photographic Chemicals, Paper, and all Photographic requisites, also of Photographic Albums and Stereoscopes.

18ju-65 454 June 18th, 1864.

N. BIRKENSTAEDT & CO.,

ARCHITECTS AND CIVIL ENGINEERS.

Sin-tuk-kee, Foochow Road.
tf 475 Shanghai, 23rd July, 1864.

JOHN GAVIN,

CIVIL ENGINEER AND ARCHITECT.

HANKOW.

tf 405 9th March, 1863.

A. MARKS and Co.,

Auctioneers and Commission Agents.

Yokohama, JAPAN.

tf 264 Yokohama, 5th October, 1863.

McKENZIE & CO.,

Ship Chandlers, Store-keepers, and Provisioners,—Soda Water, and Lemonade Manufacturers.

Yang-king Pang, SHANGHAI.

WHITFIELD & KINGSMILL,

Civil Engineers and Architects.

Yeo-lun.

Orders received for Machinery and Iron work of all descriptions to be executed in England under the superintendence of an Experienced Civil Engineer and Machinist.

tf 34 Shanghai, 23rd January, 1863.

HALL & HOLTZ,

SHIP CHANDLERS, STOREKEEPERS AND BAKERS,

BREAD AND BISCUITS.

SHANGHAE.

W. M. MORGAN & CO.,

Brokers, Commission Agents, and Auctioneers,

D'Aguilar Street, HONGKONG.

tf

Wm. DATO and Co.,

GENERAL STORE-KEEPERS, WINE AND SPIRIT MERCHANTS,

SHANGHAI.

Yang-king-pang, Corner of Rue Montauban.
tf Shanghai, 4th April, 1862.

[*Edited by* R. ALEXANDER JAMIESON
Printed & Published every Saturday, at the North-China Herald Office, Shanghai.]

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SHANGHAI TEA, SILK, COTTON AND OPIUM RETURNS. FOR SEASON 1864-1865.

From Imperial Maritime Customs.

TEA.

GREAT BRITAIN

Ship.	Cleared.	Destination	Congou.	Souchong.	Oolong	Flowery Pekoe.	Brick	Total Black.	Japan Unclassed.	Sorts	Young Hyson.	Hyson	Hyson Skin.	Twankay	Imperial	Gun Powder.	Total Green.
Total as per last Report			107638.48	40.32	8.64	...	...	107,687.44	733.70	11.00	3617.26	1283.88	71.43	516.48	825.86	2650.32	9709.53
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs.....	...	...	...	...	..	...	...	...	..	...	...	...	...	...	...

HONGKONG AND COAST PORTS.

Ship.	Cleared.	Destination.	Congou.	Souchong.	Oolong.	Flowery Pekoe.	Brick.	Total Black.	Japan Unclassed.	Sorts.	Young Hyson.	Hyson.	Hyson Skin.	Twankay.	Imperial.	Gun Powder.	Total Green.
Total as per last Report			3212.49	...	...	...	...	3212.49	182.74	...	...	72.34	...	...	...	...	255.08
Bahama.....	Aug. 6,	Hongkong	...	...	...	...	...	...	...	...	...	...	...	...	...	11	11.00
			...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
		Piculs.....	3212.49	...	...	...	...	3212.49	182.74	...	...	72.34	...	...	...	11	266.08

SILK.

GREAT BRITAIN.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan Re-exports		Transhipment		Coarse.		Refuse.		Cocoons.	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls.	Pls	Bales	Piculs	Bales	Piculs
Total as per last Report....			12	9.60	.....	.....	12	9.60	48	31.19½	.....	.....	1	1	29	45.45	.....	.....
			....		.....		.....		.....		.....		....		.....		.....	
			....		.....		.....		.....		.....		....		.....		.....	

HONGKONG.

Ship	Cleared	Destination	Raw		Thrown		Total.		Japan Re-exports		Transhipments		Coarse		Refuse		Cocoons	
			Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bales	Piculs	Bls	Pls.	Bales	Piculs	Bales	Piculs
Total as per last Report.....			4064	3231.05	7	7.20	4071	3238.25	75	65.43½	622	....	....		....		80	120.00
			....		....		....		....		....		....		....		....	
			.....		....		....		....		....		....		....		....	

COAST PORTS.

Ship.	Cleared	Destination	Raw.		Thrown		Total.	
			Bales	Piculs	Bls.	Pls	Bales	Piculs
Total as per last Report....			8	6.40.	..		8	6.40
..	..	..	..	.....	..		..	....

COTTON.

Ship.	Cleared	Great Britain. Export	Re-export	Transhipped	Hongkong. Export	Re-export	Transhipped	Coast Ports. Export	Re-export	Transhipped	India. Export	Re-export	Transhipped	America. Export	Re-export	Transhipped.	Total. Piculs.
Total as per last Report.....		42,372	14,264	..	11,551	3,336	1	3,501	..	..	..	..	..	..	..	..	75,125
Ascendant, ...	Augt. 4	..	..	..	...	..	..	1,460	62	..	..	..	..	..	..	..	1,522
Bahama, ...	,, 6	..	..	..	880	1,091	..	..	..	..	..	..	..	..	..	..	1,971
Star, ...	,, 8	..	..	..	..	..	..	269	..	..	..	..	..	..	..	..	269
		..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
		42,372	14,264	..	12,431	4,427	1	5,230	62	..	..	..	..	..	..	..	78,887

N.B.—In the above list fractions of a picul less than one half are neglected, while portions greater than one half are counted as one picul.

OPIUM.

From 23rd to 30th July, 1864.

IMPORTED.

	Malwa. Chests.	Weight.	Patna & Benares. Chests.	Weight.
Total as per last Report	1201½	1204 50	727	872 40
Imported and stored on board Receiving Vessels ..	176	176 00	26	31.20
Imported direct to the shore	..	....	15	18 00
Total..	1380½	1380.50	768	921.60
Landed from Receiving Vessels and intended chiefly for Local consumption.	711½	709.70	729	874.65
Total as per last Report.	178	177 92	121	145.20
From July 30th to Aug. 6th, ...				
Total ..	889½	887.62	850	1019.85

RE-EXPORTED.

Description.	Chinkiang. Chests.	Weight.	Kiukiang. Chests.	Weight.	Hankow. Chests.	Weight.	Chefoo. Chests.	Weight.	Tientsin. Chests.	Weight	Newchwang. Chests.	Weight	Ningpo. Chests.	Weight.	Foochow. Chests.	Weight.	Total. Chests.	Weight.
Total as per last Report	25	25 00	175	175 00	167	168 20	75	76.00	212	217 00	71	71 00	150½	152 90	5	5.00	881½	891.10
Malwa.....	11	11.00	59	59.00	..	..	..	..	62	62.00	60	60 00	33	31 75	..	..	245	243 75
Patna & Benares.....	..	..	..	..	7	8 40	1	1.20	..	..	..	..	3	3.60	..	..	11	13.20
Persian	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..	..
Total...	36	36.00	234	234 00	174	176 60	76	77 20	274	279.00	131	131.00	186½	188 25	5	5.00	1137½	1148 05

TERMS OF ADVERTISEMENT.—To Subscribers. Ten Lines and under. *One Tael*;—each additional line *One Mace*. One-half of these charges for repetitions. Contracts may be made for 3 months, or longer, payable in advance.
☞ Advertisements will be repeated unless countermanded.
ORDERS.—From other ports, for Subscription and Advertisements must be accompanied by a reference for payment in Shanghai or they cannot be attended to, in consequence of the inconvenience of collecting small sums at distant places.
PRICE OF THE *NORTH-CHINA HERALD*.—Per Annum, *Fifteen Taels*;—Six Months, *Eight Taels*;—Three Months, *Four Taels*—all payable in advance. SINGLE NUMBERS—To Subscribers, 2 *mace* 5 *can.*;—To Non-Subscribers, *Five mace*. Subscriptions will be considered as renewed, unless notice to the contrary be given before the expiry of the current term.

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SERVICES MARITIMES DES MESSAGERIES IMPERIALES.

PAQUEBOTS-POSTE FRANÇAIS.

Steam for Hongkong, Saigon, Singapore, Batavia (per connection at Singapore with one of H.I.M.N. Steamers),

Point de Galle, Aden, Suez, Alexandria, Messina, Marseilles;

also,

Pondichérry, Madras and Calcutta.

ON WEDNESDAY 17TH INST., at 9 o'clock A.M., the Company's Mail Steam-ship "*HYDASPE*," Commander ARMSTRONG, (H. I. M. N.), with H. I. M.'s Mails, Passengers, Specie and Cargo, will be despatched from this Port for the above places, in connection at Hongkong with the Co.'s S.S. "*IMPERATRICE*" which will leave that port for Suez on the 23rd inst., without transhipment at any point.

☞ *Passengers going to London, are informed that the Company will convey, free of charge, from Marseilles to London, their Baggage to the extent allowed by the Regulations.*

The tickets are available for the space of 4 months from their date, with the privilege for passengers to remain at the various points of stoppage between Shanghai and Messina, and to continue their voyage by one of the following steamers, to the place for which their names have been booked at the Shanghai Agency.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until the 16th inst. at NOON; Specie and Parcels until the same hour.

(Parcels are not to be sent on board; they must be left at Agency's Office.)

For particulars respecting Freight and Passage, apply at the Company's Offices French Settlement, French Bund.

C. de CORTANZE,
Agent.

17jy Shanghai, 11th Aug., 1864.

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co. MARINE ARCHITECTS ENGINEERS AND SURVEYORS, 27, Leadenhall Street, London E. C.

Contracts entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China, &c.

0fe-65 13th Aug., 1864.

Established 1814.

SLATE BILLIARD TABLES,

SOLID OR OTHERWISE, TO SUIT ALL CLIMATES.
BY APPOINTMENT.

MESSRS. THURSTON & Co.,
BILLIARD TABLE MANUFACTURERS,
TO HER MAJESTY THE QUEEN, AND H.R.H. THE PRINCE OF WALES,
14, *Catherine Street, Strand, London,*
AND AT SALISBURY WHARF, ADELPHI, W.C.

Cloths of the finest texture. Balls of superior and well-seasoned ivory turned on the truest Mechanical principles.

Inventors and Manufacturers of
THE CENTRAL REVOLVING LAMP,
Being the best Light ever constructed for Billiard Tables.

THE GAME OF BILLIARDS,
By Edwin Kentfield, of Brighton,
London; Published by the Proprietors,
THURSTON & Co.

1au-65 Shanghai, 13th Aug., 1864.

AMMUNITION.

Eley's Ammunition

OF EVERY DESCRIPTION

For Sporting or Military Purposes.

DOUBLE Waterproof Central Fire Caps, Felt Waddings to prevent the leading of Guns, Wire Cartridges for killing Game, &c., at long distances, Breech Loading Cartridge Cases of superior quality for Shot Guns and Rifles, Pin Cartridges for "Lefaucheux" Revolvers of 7, 9, and 12 milimetres.

Jacob's Rifle Shell Tubes, Cartridges and Caps for Colt's.

Deane's, Tranter's, Adams', and other Revolvers.

BALL CARTRIDGES

For Enfield, Whitworth, and Henry's Rifles, also for Westley Richard's, Terry's, Wilson's, Prince's, Deane's, and other Breech Loaders.

Bullets of uniform weight made by compression from soft Refined Lead.

ELEY BROS., Gray's-Inn-Road, London, W. C.

[WHOLESALE ONLY.]

13th Aug., 1864.

GABRIEL.

MESSRS. GABRIEL ON THE LOSS AND RESTORATION OF THE TEETH.

HARLEY-STREET, CAVENDISH-SQUARE, AND LUDGATE-HILL.

THIS is a new edition of a work already highly popular, and as a treatise on the teeth, which every body can understand, should be in the hands of all who desire to possess one of the greatest beauties of the face, and one of the most necessary set of organs to the health and comfort of the body—a good set of teeth. As mastication is the most important operation of, and one of the most conducive to, perfect digestion, and as both nutrition and health depend on the proper performance of that function, the necessity of having good and effective teeth becomes, to every one who consults his health, a matter of paramount importance. Among the practical benefactors to the science of Dentistry the Messrs. GABRIEL are entitled to take high ground, not only for the service they have so long rendered to so large a portion of society as established practitioners, but for the numerous inventions and practical improvements they have effected in theory and manipulation of their art, especially in the patent *Osteo Eidon* and *coralite gums*, and indestructible *mineral* teeth, which, in point of beauty and durability, are unsurpassed, remaining unchanged for years, and known, indeed, to outlast several sets of artificial teeth. A strong confirmatory proof of the efficacy of Messrs. GABRIEL'S patented teeth will be found in the above treatise, in a certificate from professor Pepper, of the Polytechnic, on their texture, power of resistance, and chemical purity. *From the "Era" of January 2nd, 1864.—As may be seen by reference to our advertising columns, Messrs. Gabriel supply Artificial Teeth on their patented system irrespective of distance or climate.*

NOTICE.

HIS Excellency the Governor of Nagasaki having conferred with the members of the Consular Corps at this port hereby notifies the Masters of Ships that at the entrance of the bay of Nagasaki their vessels will be examined by a body of Sanitary Commissioners consisting of a physician and Japanese officers. The Commissioner's boat will fly a yellow flag as a sign of distinction. In proceeding on their way into the bay the masters will have to give satisfactory answers to the questions addressed to them.

On their declaration that no cases of sickness likely to endanger the public health exist on board they will at once receive a free Bill of health and they can come to the usual anchorage.

In the contrary case they will receive instructions from the Commissioners to anchor at the head of the harbor, the limits of which will be indicated by the presence of a Japanese boat flying also a yellow flag.

In that case information will be sent to th Consul of the nation to which the vessel belongs and the master will have to await his instructions without holding intercourse with anybody.

On the discovery of a false declaration having been made to the Commissioners, the master who had come to the ordinary anchorage will be ordered to return to the limit indicated with the request to conform to the rule. This makes him liable to a fine fixed according to the importance of the case.

27su 481 Nagasaki, July 1864.

PROTECTION FROM FIRE!

PRIZE MEDAL, 1863. TRADE MARK PRIZE MEDAL. 1863.

BRYANT & MAY'S

PATENT SPECIAL SAFETY MATCHES.

Wax Vestas and Cigar Lights.

LIGHT ONLY ON THE BOX.

The Patent Safety Match affords an instantaneous light as readily as common matches, whilst it is ENTIRELY FREE FROM ALL THEIR DANGEROUS PROPERTIES.

Patent Safety Matches in neat slide boxes.

Patent Safety Vestas in paper slide boxes, and in japanned tin boxes of 100, 250, and 500.

BRYANT and MAY, Manufacturers of Wax Vestas in round plaid boxes, and in japanned tin boxes of 50, 100, 150, 250, 500, and 1,000.

Sole Importers of Jonkopings Tandstickor (slide boxes).

All orders made payable in London will receive immediate attention.

WHITECHAPEL ROAD, LONDON, E.

2-w-o 339 Shanghai, October 2nd, 1863.
1 year 2oct-64

HELP TO DO AWAY WITH MONOPOLY.

ST. HELENA SHIPPING AGENCY.

FOWLER & HOPEWELL, solicit the attention of OWNERS and MASTERS of VESSELS calling at St. Helena, to their firm. They keep on hand, Ship's Stores and Provisions of all descriptions, and their price list, which will be found more reasonable than that of any other house in the island, will be sent on board each vessel on its arrival.

30jy and 13au 484 July 30th, 1864.

IRON GODOWNS, MACHINERY, AND IRON WORK OF ALL DESCRIPTIONS.

THE Undersigned have made arrangements for the execution in England of all work of the above description under superintendence of an experienced Civil Engineer.

WHITFIELD & KINGSMILL.

tf 322 Shanghai, 2nd January, 1864.

NORTH-CHINA INSURANCE COMPANY.

NOTICE is hereby given that share No. 92, held by Messrs. DALLAS PEARSON & Co. and No. 115 held by Messrs. MAITLAND MACLEAN & Co., are in the hands of the Company for Sale, and tenders for purchase of same will be received by the undersigned until 31st August, 1864.

By order of the Directors,

J. S. MACKINTOSH,
Secretary.

tf 482 Shanghai, 27th July, 1864.

INDIGESTION & STOMACHIC WEAKNESS.

PEPSINE WINE.

T. MORSON & SON

Direct the attention of all suffering from these serious complaints to their far-famed preparation of Pepsine, which supplies in a palatable form the principles of digestion. Each teaspoonful contains a dose of the medicinal Pepsine.

The researches of the most eminent of the faculty of London and Paris have enabled MORSON & SON to offer the purest and surest substitute for the Gastric Juice which assimilates the food to the requirements of the human frame. Its use is now becoming universal.

Sold in Bottles 3s., 5s., and 10s. each; and may be obtained through Chemists and Druggists, and Patent Medicine Vendors.

MORSON'S PEPSINE LOZENGES
In Boxes 2s. 6d. and 4s. 6d. per box.

ALSO,

MORSON'S PEPSINE POWDER.

MORSON'S PATENT GELATINE.

A Pure and Economical Substitute for Russian Isinglass, forming a Colourless Jelly, which possesses the Nutritious and Restorative Properties of the best Calves' Feet Jelly.

In Packets, 6d., 1s., and 1s. 6d. each.

MANUFACTURES OF
CHEMICAL AND PHARMACEUTICAL PREPARATIONS,
AND WHOLESALE AND EXPORT DEALERS IN
Drugs, Medicines, & Photographic Chemicals.

WHOLESALE AND RETAIL BY

T. MORSON AND SON,

19 & 46, SOUTHAMPTON ROW, LONDON.

*** Orders (to be made payable by London Houses) are carefully prepared and shipped in any quantity to all parts of the World.

24au 597 March 26th, 1864.

UNION DISPENSARY.

THE Undersigned begs to inform the community of Shanghai and Captains of Ships visiting this Port, that he has established himself as *Apothecary* in the above DISPENSARY.

G. MARTIN,
Apothecary.

Rue du Consulat.

tf 116 Shanghai, 1st May, 1863.

SCREW AND PADDLE STEAMERS, &c.

G. H. HARRINGTON & Co.

Architects, Engineers and Surveyors,

27, *Leadenhall Street, London, E. C.*

CONTRACTS entered into for Building Wood or Iron Screw and Paddle Steamers, Sailing Ships, Tugs or Barges suited to Sea or River Navigation.

Patent Combination Vessels with Teak Planking and Iron Frames.

Estimates and particulars forwarded on application, and contracts made for delivery of all kinds of Vessels in China.

20au 363

JOYCE'S AMMUNITION

ESTABLISHED 1820

The following articles, of the best quality, for Sporting and Military use, may be had of all Gunmakers and Dealers in Gunpowder.

TREBLE WATERPROOF CENTRAL FIRE PERCUSSION CAPS.

CHEMICALLY-PREPARED CLOTH, FELT, AND PAPER WADDINGS.

Cartridge Cases for Breech-loading Guns, and Wire Cartridges for Killing Game at Long Distances.

FREDERICK JOYCE & Co.,
Patentees and Manufacturers,
57, Upper Thames Street, London, E.C.
Manufacturers to Her Majesty's War Department.
Wholesale only.

3de o-n-f 450 June 18, 1864.

DRESSING CASES,

DESPATCH BOXES, TRAVELLING BAGS, &c.

PRIZE MEDAL, 1862.

TOULMIN and GALE,

Established One Hundred and Twenty-three Years,

MANUFACTURERS AND EXPORTERS,
Patent Indian Despatch Boxes, Dressing Cases, Travelling Bags, &c.,
7, NEW BOND STREET, W.
MANUFACTORY—SISE LANE AND BUCKLERSBURY, CITY, E.C.

15oc 411 London, 26th Feby., 1864.

PICKLES, SAUCES, JAMS, &c.,
Free from Adulteration,
Manufactured by

Crosse and Blackwell,

Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

Dr. HASSALL, the great Analytical Chemist states in the *Lancet*, of February 4th, 1854 and in his Work on Food and its Adulterations, with reference to the Food Products chemically and microscopically examined by him.

"The *Samples* of Messrs. CROSSE & BLACKWELL were entirely free from Copper."

Crosse and Blackwell's

manufactures, which from their great superiority have become so universally celebrated, are obtainable from every respectable Provision Dealer in all parts of the world. Purchasers should insist upon having C. & B.'s genuine articles when they ask for them, as it is not unusual for unscrupulous dealers to substitute inferior preparations.

C. & B. invite special attention to the following the quality of which is of the highest standard attainable.

PICKLES prepared in pure malt vinegar.

BOTTLED FRUITS for Tarts, Puddings, &c.

JAMS AND JELLIES, Marmalade, Fruits in Syrup, Crystalized Fruits. Prepared Calf's-feet and other table Jellies; Vanilla and other Creams.

PURE MUSHROOM CATSUP, Essence of Anchovies, Harvey's, Reading, Soho, Royal Table, and other choice Sauces. Essence of Coffee. Flavouring Essences. White Wine Vinegar. Durham Mustard.

SALAD OIL, the finest imported.

POTTED MEATS, Anchovy Paste, Bloater Paste. Patent Preserved Hams, Cheese, Bacon, &c. Oxford and Bologna Sausages. Yorkshire Game Pates, Yorkshire Pork Pates. Mackerel in Sauce, Kippered Herrings, Pickled Salmon in Bottles, Fried Eels, Herrings a la Sardines. Blackwall Whitebait, Fresh Oysters, Asparagus, and a great variety of other table requisites and delicacies, particulars of which will be found in their detailed Lists.

C. & B. are Special Agents for LEA & PERRINS' WORCESTERSHIRE SAUCE PHILIPPE & CANAUD'S SARDINES, SOYER'S SAUCES, RELISH AND AROMATIC MUSTARD, CARSTAIRS' SIR ROBERT PEEL'S SAUCE, GRIMWADE'S DESSICCATED MILK, and for MASSON'S FRENCH CHOCOLATE.

To guard against frauds, consumers of C. & B.'s Preparations should purchase only from those dealers on whom they can fully rely; and should be particular to have all bottles and jars destroyed when empty, and the labels defaced. Every article sent from the Manufactory, bears on its label the address,

CROSSE & BLACKWELL,
Purveyors to the Queen,
21, SOHO SQUARE, LONDON.

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NOTICE.

MESSRS. JOHN PENN & SON of Greenwich the principal manufacturers of Marine Engines to the British & Foreign Governments, having appointed me their agent in Shanghai, I am prepared to receive orders for the supply of Engines from that eminent firm as delivered in the docks ready for shipment. Messrs. PENN & SON will also undertake to supply Ship and Engines complete, the former to be constructed at one of the first Ship Building yards on the Thames.

GEORGE WHITFIELD.

Full particulars can be obtained at the office of Messrs. WHITFIELD & KINGSMILL, *Yere-koun*,

tf 33 Shanghai, 23rd January, 1863

NOTICE.

THE Undersigned having a supply of PILES, TIMBER and other material suitable for wharf-building, a Steam-pile-driving apparatus and an experienced Wharf-builder to superintend the same is prepared to furnish plans and estimates of cost, also to enter into contracts for the erection of Wharves.

ALBERT L. FREEMAN.

Hong-que, house adjoining HEARD & Co.'s Wharf.

tf Shanghai, 30th October, 1862.

OSTEOEIDON.

PATENT, MARCH 1st, 1862.

MESSRS. GABRIEL'S Invention for supplying Artificial Mineral Teeth, with soft flexible gums, entirely dispensing with the use of springs, wires, or metallic fastenings, and especially adapted for warm climates.

MESSRS. GABRIEL,

THE OLD ESTABLISHED

DENTISTS,

Diploma 1815.

27, HARTLEY STREET, CAVENDISH SQUARE, and
34, LUDGATE HILL (over BENSON'S) LONDON:
LIVERPOOL: 134, *Duke Street.*
BIRMINGHAM: 65, *New Street.*

Parties at the extremity of the globe, by forwarding particulars as to the condition of their mouths, with an enclosure of One Guinea, will receive by return that which will enable them to take an impression of the mouth, so as to enable Messrs. G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED ODONTALGIQUE, for restoring and preserving the Teeth, 10s. 6d. and 21s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change colour, 5s. and 10s. 6d. per packet; and the Gutta Percha 1s. 6d. per box.

GABRIEL'S Practical Treatise, on the Teeth, which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Stamps.

26mn-65 389 March 26th, 1864.

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SHIPPING INTELLIGENCE.

ARRIVALS.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	From	Sailed	Cargo.	Consignees.
Aug. 4	Express	Pru.—	200	Schucker	Newchwang	July 13	Beancake	T. Kroes and Co
.. 4	Magde McClean	B bark		Stewart	Hongkong	.. 26	Rice	Dow and Co
.. 4	Alice Maud	B. bark	285	Kur..	Amoy	.. 30	General	Order
.. 4	Delos	Nor bk	302	Knudsen	Newcastle	Apr 18	Coals	Bourjau, Hubener & Co
.. 4	Brilliant	Sin. bk	300	Euziere	Bangkok	June 27	Sundries	Chinese
.. 4	St. George	Sin. bk	350	Andrews	Hongkong	July 27	Rice &c	Order
.. 4	Bob Tai Nag	B. schr	176	Aikins	Takao	.. 31	Rice	A. R. Tilby and Co
.. 5	D. F. Weber, Senr	Ha. sh	615	Leith	Hongkong	.. 25	General	Wm. Pustau and Co
.. 5	Kiangse	A. str	574	Simpsons	Ningpo	do		Russell and Co
.. 5	Emperor	Br str	166	Todd	do			Jarvie, Thorburn and Co
.. 6	Perlas	Bre. bk	490	Haslamann	San Francisco	May 22	Lumber	Dow and Co
.. 6	Pelawan	B. ship	694	Page	Sunda Straits	Mar 25	Coals	Lindsay and Co
.. 6	Elise	Da. sch	113	Schmidt	Hongkong	July 22	General	Oxford and Co
.. 6	Manilla							
.. 6	Fire Dart	A. str.	429	Armstrong	Ningpo	Aug 5		Augustine Heard and Co
.. 6	Whampoa	B. str.	111	Hutton	do	5		David Sassoon Sons & Co
.. 6	Pallas	Bre. bk	490	Hartmann	San Francisco	May 27	Lumber	Russell and Co
.. 6	Wokee	B. str	111	Oxbrey	Hankow		General	Dow and Co
.. 7	Pelcon	B bark	337	Becker	Ningpo	Aug 5	Ballast	Dent and Co
.. 7	Hoquong	A. schr	123	Johnson	Hankow		Ballast	Russell and Co
.. 7	Pemble-ke	B. str.	241	Johnson	Nagasaki			Russell and Co
.. 7	Kiangse	A. str	547	Simmons	Ningpo			Russell and Co
.. 8	Ayrshire Lass	B. str.	66	Kirkruddy	Ningpo	.. 7		Fletcher and Co
.. 8	Fire Dart	A. str	429	Armstrong	do	.. 7		Augustine Heard and Co
.. 8	Kate Hastings	B. bark	458	Hemhall	Chefoo	July 26	Beancake	
.. 8	Heros	B. bark	449	Dreyer	Hongkong	.. 29	Rice	Oxford and Co
.. 8	Geelong	B. bark	396	Todd	Swatow	Aug 2	General	A. R. Tilby and Co
.. 9	Denis Horton	B. bark	706	Mullen	Hongkong	July 27	do	Wm. Pustau and Co
.. 9	Siam				Bordeaux			Wm. Pustau and Co
.. 9	Kiangse	A. str.	547	Simmons	Ningpo			Russell and Co
.. 9	Emperor	B. str.	166	Todd	do			Jarvie, Thorburn and Co
.. 9	Rona	B. str.	784	Hutchinson	Hankow			Jardine, Matheson & Co
.. 10	Whampoa	B. str	111	Hutton	Ningpo			David Sassoon Sons & Co
.. 10	Shanse	A. str.	1066	Perkins	Hankow			Russell and Co
.. 10	Elzire							
.. 10	F. Miller							
.. 10	Dumbarton	B str		Findlay	Hongkong			Gibb, Livingston and Co
.. 11	Providence	B bark	316	Lee	Ningpo	Aug 6	Ballast	Dow and Co
.. 11	Ayr-lie	B. ship	1160	Alleyne	Sydney	July 5	Coals &c	Frazar and Co
.. 11	Sze-chuen	A. str	475	Spencer	Hankow	Aug 6	General	Augustine Heard and Co
.. 11	Fire Dart	A. str	420	Armstrong	Ningpo	.. 10		Augustine Heard and Co
.. 11	Fusi-Yama	B. str.	2000	McQueen	Hankow	.. 6	do	Dent and Co
.. 11	Ganges	B. str	742	Bernard	Hongkong	.. 6	Mails &c	E Warden, Agt. P. & O. Co

* With Mails.

DEPARTURES.

From the anchorage.

Date.	Vessels.	Flag & Rig.	Tons	Captain.	Destination.	Cargo	Despatched by
Aug 2	Pluto	B. str.		Preble			Lindsay and Co
.. 3	Ewer	B. ship	1256	Lash	London	Tea, &c	Turner and Co
.. 3	Arendant	B bark	513	Mayes	Spoor Anoy	Otton, &c	Dow and Co
.. 3	Empress	B. str	226	Parkin	H'kow & Ports		Jardine, Matheson and Co
.. 3	Peiwa	Ha. bk	260	Jensike	Ne chang	Re-expt	Siemssen and Co
.. 3	Kiangse	A. str	574	Simmons	Ningpo		Russell and Co
.. 3	Echon	B bng	228	Lowe	Kangawa	Re-expt.	Jarvie, Thorburn and Co
.. 3	Ceylon	B sch	242	Sweeney	Hakodadi	do	Dent and Co
.. 6	Spectator	B bark	332	Hatcher	Chefoo	Original	Gilman and Co
.. 6	Kite	Han st	185	Le Blanc	Chefoo	Re-expt	Russell and Co
.. 6	Kate Heather	B bark	272	Johnston	Nagasaki	Ballast	Order
.. 6	Pagang	Aus str	322	Blanchard	H'kow & Ports		Dent and Co
.. 6	Fire Dart	A. str	429	Armstrong	Ningpo		Augustine Heard and Co
.. 6	Yeng-ter-fei	B. str	115	Sticks	Chefoo & Ports		Frautmann and Co
.. 6	Sellshana	B str	761	Howe	Hongkong		Chapman King and Co
.. 6	Whampoa	B str.	111	Hutton	Ningpo		David Sassoon, Sons & Co
.. 6	Kiangse	B. str	547	Simmons	do		Jarvie, Thorburn and Co
.. 6	Frankfort	A str	478	Spencer	H'kow & Ports		Russell and Co
.. 8	E. W. Sargburn	A. schr	230	Lee	Nagasaki	Sun., &c	H. Fogg and Co
.. 8	Nemo	B bark	373	Burk	Yeochama	Ballast	Newchwang, Knott and Co
.. 8	Norman	Fr str	412	Donovan	Newchwang		Wm. Pustau and Co
.. 8	Khamal	B. sch	171	Paton	Hakodadi	Original	Smith, Kennedy and Co
.. 8	Breckham	B. ship	904	Williams	Liverpool		David Sassoon, Sons and Co
.. 8	Kiangse	A. str	547	Simmons	Ningpo	Stores	Russell and Co
.. 9	Clara Ann	A. str		Wadsworth	H'kow & Ports		Russell and Co
.. 9	Hindoman	B. ship	527	Peters	Newchwang	Original	Behnke, Vale and Co
.. 9	Fire Dart	A. str.	429	Armstrong	Ningpo	Opium, &c	Augustine Heard and Co
.. 9	— kenzel	B bark	253	Nevels	Newchwang	Re-expts.	Siemssen and Co
.. 9	— ilson	B str.	111	Peachment	Yamamoto	Ballast	Allen and Co
.. 10	Star	A. schr	256	parrow	Amoy Island	Silk &c	Angel and Co
.. 10	— kenzel	Ha. bk	260	Preble	Hongkong	Ballast	Kunst, Bluhl and Co
.. 10	Richard	Da. bk	23	Hechenreiter	Chefoo	do	Siemssen and Co
.. 10	John Caldwell	B. bark	226	Mann	Newchwang	Sun., &c	Reinhoff, Vale and Co
.. 11	Isabella	Fr sh	155	Bronnicke			Siemssen and Co
.. 10	Kiangse	A. str.	547	Simmons	Ningpo	Stores	Russell and Co
.. 10	Hongkong	A str	233	Grimmb	H'kow & Ports		Russell and Co
.. 11	Benevventure	B bark	282	Griffiths	Chefoo	Sun., &c	Master
.. 11	Fire Dart	A. str.	429	Armstrong	Ningpo	Re-expts.	Augustine Heard and Co
.. 11	Pembroke	B. str	241	Johnson	Nagasaki	Sun., &c	Russell and Co
.. 11	Whampoa	B str.	111	Hutton	Ningpo	Opium	David Sassoon, Sons and Co
.. 11	Ayrshire Lass	B. str	66	Kirkruddy	Fusiun	Silk, &c.	Fletcher and Co
.. 11	Siam						Wm. Pustau and Co

HULKS.

Name	Commander	Flag	Tons	Agents
Berwick Wells		Floating Hospital	—	
Bethel				
Georgiana		Chinese ship	168	Lindsay and Co
Melbourne		British barque	394	Shaw, Brothers and Co
Nagasaki		British ship	513	Harbor Master
Nimrod		British ship	262	H. I. M.'s Customs
Phillip I	Oakman	American barque	393	
Pons Xilis	Beaglehole	British barque	400	A. R. Tilby and Co
Rose				F. R. Gaswell
Samuel Stoddart				
Sea Horse				

TUG BOATS PLYING FOR HIRE.

Name	Commander	Flag	Tons	Agents
Bunker Hill	Dobbyn	American steamer	82	Augustine Heard and Co
Defiance	Maddison	British steamer	114	A. R. Tilby and Co
Fei Yuen	Erickson			
Fokelin	Skene	British steamer	70	Captain Partridge
General Ward	Fuller	American steamer	70	Angel and Co
Hercules (Launched)		— steamer		Wheelock and Co
Little Orphan	Benning	American steamer	160	Augustine Heard and Co
Martin White	Parkes	American steamer		A. L. Peterson
Pluto	Preble	British steamer		Lindsay and Co
Powerful	Hoppe	Ham. steamer	50	Wm. Pustau and Co
Ta-Yung	Lawrence	British steamer	131	Shaw, Brethert and Co
Tilen	Cockerton	British steamer		Smith, Kennedy and Co
Vulcan	Bunker	British steamer	150	Lindsay and Co

SHIPPING IN HARBOUR AND AT WOOSUNG, AUGUST 13, 1864.

MERCHANT STEAMERS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captains.	Consignees.	Destination.	Intended despatch
Anna	Aug 26	A. str	63	Blanchard	H. Fogg and Co	Yokohama	old 12 inst
Argus	Feb 20	B. str	161	Curran	Shaw, Brothers and Co	*Laid up*	
Bo-Peep	June 14	Chi. str	73	Cochran			
Che-poo-yuen	June 17	B. str.	148	Watkins		*Laid up*	
Cricket	June 1	A. str		Mayfield			
Dumbirton	Aug 10	B. str		Findlay	Gibb, Livingston and Co	Hongkong	3mdt
Elfin	July 28	B str	174	Thomas	Smith, Kennedy and Co	Yokohama	early
Emperor	Aug 2	B. str.	166	Todd	Jarvie, Thorburn and Co	Ningpo	14th inst
Enterprise		A. str.	107	Draper	H. Fogg and Co		
Faust		B. str.			Jardine, Matheson and Co		
Felima	July 18	B. str.	127	Buckland	Moses and Co	Ningpo	old 12 inst
Firefly					Chinese Government		
Feh-klen	May 30	B. str	923	Johnson	Russell and Co	Repairs	
Fusi-Yama	Aug 11	B. str.	2000	McQueen	Dent and Co	Hankow	3mdt
Ganges	Aug 11	B. str.	742	Bernard	E. Warden, Agent P. and O. Co	Yokohama	To-day

MERCHANT STAEMERS.—*Continued.*

Vessels.	Date of Arrival	Flag & Rig	Tons	Captain.	Consignees.	Destination.	Intended dispatch
Grete		Pru. str		Hoffmann	Wm. Pustau and Co		
Hydaspe	Aug 2	Fr str	680	Armstrong	Messageries Imperiales	Hongkong *	16th inst
Island Queen	Aug 2	B. str.	129	Southerland	F. R. Gaswell		
Little Mary	May 21	B. str			Lamund		
Mandarin	June 29	B. str	93	Hissen	J. H. Wignall and Co		
Mercuiy	June 28	B. str.		Haynton	Reid and Co	Fuchau	Early
Monitor	July 27	A. str.		Friend	H. K. Drake and Co		
Nagasi	July 21	B. str.	561	Wilkinson	E. Warden, Agent P. and O. Co	Hongkong *	21st inst
Peuhan	July 23	Chi. str		Hoore	Chinese		
Pentung	Mar 30	B. str	312	Summester	Byrne and Co	Dock	
Prince Kung	July 3	B. str.	130	Carr	Newbery, Elliot and Co		
Prunlse	July 27	A. str.	590	Bain	Lindsay and Co	H'kow & Ports	To-day
Rona	Aug 9	B. str	784	Hutchinson	Jardine, Matheson and Co		
Rose	June 29	A. str.					
Shandon	May 9	B. str.	124		Moses and Co		
Shanse	Aug 10	A str	1066	Perkins	Russell and Co	H'kow & Ports	To-day
Syre	May 30	B. str	83		J. H. Wignall and Co		
Sze-chuen	Aug 11	A. str.	475	Spencer	Russell and Co		
Tahwah	Feb 19	A. str.	143				
Teather	Feb 19	A. str.	60	Lowell	Russell and Co		
Wan-Loong-Fei		B. str.	600	Robb	Gen. Barnet and Co		
Warstah	Feb 9	B. str.	256	Harris	Moses and Co		
Wilamette	July 21	Chi. str			F Conklin		
Wokee	Aug 6	B. str.	111	Orkney	Dow and Co	H'kow & Ports	Early

59 *Steamers.*] * With the Mails for Europe.

MERCHANT VESSELS.

Vessels.	Date of Arrival	Flag & Rig.	Tons	Captain.	Consignees.	Destination	Intended despatch
A. M. Wilhelmine	July 17	Du sch	260	Turemont	T. Kroes and Co		
Abora	June 29	B. schr					
Ac olite	Aug 11	B. ship	1149	Alleyne	Frazar and Co		
Aglentourt	Aug 2	B. ship	794	Winchester	Gibb, Livingston and Co		
Akindo	June 25	B. bark	369	Scott	Master		
Arlndne	July 16	B. bark	706	Barnes	Smith, Kennedy and Co		
Alice Maud	Aug 4	B. bark	285	Kur	Order		
Alcona	Aug 2	Da bk	378		Vaucher, Frères		
Amelia	July 31	B. bark			Dow and Co	Yokohama	3mdt
Ark	May 21	A. bark	266	Luce	Augustine Heard and Co		
Asylia	Aug 2	B. bark	523	Wilson	E. Warden, Agent P. and O Co		
Baron Kellner	Aug. 1	Aus. bk	381	Coltch	Olyphant and Co		
Beamish	July 22	B ship	987	Johnson	Gilman and Co		
Belle		B. schr	113				
Benvenue	Aug 2	B bark	414	Reny	Nichol Lotimer and Co		
Berlin	Aug 3	Pru. bg		Savory	Russell and Co	Nagasaki	old 11 inst
Bessie Seerlght	July 23	Ha. bg	130	Timm	Kunst, Bluhl and Co		
Bob Tali Nag	Aug 8	B. schr	170	Aikins	A. R. Tilby and Co	Chefoo & T'sin	Early
Brilliant	Aug	Sin. bk	300	Euziere			
Burmah	July 17	B bark		Backer	Chapman, King and Co	Fuchau	16th inst
C. of Yarborough	Aug 2	B bark	297	Dumaresq	Order		
C. S. Lemon	May 30	B. ship	1092	Campbell	Turner and Co		
Cadzbux	Aug 4	B. ship	1236	Brady	H. B. Cama and Co		
Canada	June 26	B. bark	506	Jeffrey	Isow and Co	Hankow	old 10 inst
Capioleil	Aug 3	B bars	540	Shill	Gibb, Livingston and Co	London	Early
Caerlzar	Aug. 11	B. bark	399	Lay	Order		
Castle	July 21	B. bk	375	Gottlieb	A. R. Tilby and Co		
Cathay	July 19	B bark	360	Gibson	Russell and Co	Fuchau	old 12 inst
Clvlle	July 30	Ha. bk	258	Hanson	Bunjau, Hübener and Co		
Clara Rahajau	Aug 4	B bark	337	Errington	Frazar and Co		
Clermont	July 8	B. ship	624	Mackintosh	Jardine, Matheson and Co	London	Early
Coeur de Leon	July 31	B. bark	332	Forster	Order		
Coldbux	July 31	B. ship	1236	Brady	Cama and Co		
Concurrent	July 16	Da. bk	615	Leith	Wm. Pustau and Co	Repairs	
Constance	Aug 4	B. bark	324	Smivin	Fletcher and Co		
Corinna	Apr 21	B. ship	885	Hubbard	Olyphant and Co		
Daniel Webster		A. schr	27		(Pilot's cruising ground)		
David Metiver	June 16	B. ship	563		Smith, Kennedy and Co		
Deswade	July 29	A. bark	323	Gregg	Frazar and Co	S-F'co & K'wa	old 12 inst
Delhi	Aug 3			Steuenderson	Smith, Kennedy and Co		
Denis Horton	Aug 9	B. bark	706	Mullen	Wm. Pustau and Co		
D. F. Weber, Senr	Aug	Ha. sh	615	Leith	Wm. Pustau and Co		
Dovercourt	July 31	B ship	531	Hetcho	A. Ellissen and Co		
Edith Rose	July 18	A. bark		Wettington	Olyphant and Co		
Edward	July 23	Bre.sch	159	Koister	Rahhoff, Vale and Co	Tientsin	old 12 inst
Ee-Lee	Aug. 11	Sin. bk	300	Fonnberry	A. R. Tilby and Co		
Elelna	July 30	B. ship	660	Woodgates	Johnson and Co		
Elsa	Aug 6	Da. sch	143	Schmidt	Oxford and Co		
Elizabeth	July 1	B. bark	442	Samson	A. R. Tilby and Co		
Elizabeth	July 19	B bark					
Emperor	July 4	B. bark	373	Edam	Johnson and Co	Yokohama	Early
Ettrick	Aug 10						
Express	Aug 4	Pru —	200	Schneider	T. Kroes and Co		
Facon	Aug 8	B. bark	332	Hatcher	Dent and Co		
Fear Not	July 23	B bark	351	Cuthbert	Oxford and Co		
Feaella	July 12	B. ship	500	Murray	Fletcher and Co	Repairs	
Flozel	July 22	B. bark	482	Murray	Dow and Co	Liverpool	Early
Fiorella	July 23	A. ship	800	Peabody	Olyphant and Co		
Fortuna	May 30	B. ship	695	Wharton	Jarvie, Thorburn and Co		
Geelong	Aug 8	B. bark	396	Todd	A. R. Tilby and Co		
General Meslin	July 29	Fr. bk	300	Farnet	Vaucher, Frères		
General Morgan	Aug 26	A. schr.	124	Phillips	Frazar and Co		
Glimpse	Aug 2	B. bark	488	Winding	Johnson and Co		
Halcyon		Hr.sut					
Heros	Aug 2	B. bark	494	Dreyer	Oxford and Co		
J. Miller	Aug 10						
J. Stanton Hunt	July 6	B. ship	724	Johns	Russell and Co		
Johanu Anton	July 30	Ha. sch	134	Mollenhof	Lindsay and Co		
Joh. Chr. Simony	June 7	Da. bk	767	Axelord	A. Ellissen and Co		
John Parks	July 18	B. ship	640	Cobb	Fletcher and Co	London	Early
Kate Hastings	Aug 8	B bark	458	Hemhall			
Kingsan	June 16	A. ship	450	Willis	Captain		
Lady McNaght'n	July 6	B. ship	376		Gen. Barnet and Co		
Leichardt	June 28	B ship	599	Gething	Smith, Kennedy and Co		
Leopoldine Bauer	June 30	Aus.bk	434	Leucerith	Siemssen and Co		
M. of Londonderry	July 2	B ship	869		Turner and Co	London	Early
Madagascar	July —	Spa. bk	333	Riaga	Dow and Co		
Magenta	Aug 12	A. ship	830	Janurin	Russell and Co		
Magde McClean	Aug 4	B bark		Stewart	Dow and Co		
Maravi	Aug. 1	B. bark	429	Anderson	David Sassoon, Sons and Co		
Margaret Campbell	July 3	B. schr	97	Pill	Newbery, Elliot and Co	Nagasaki	Early
Mary	July 21	B. brig	211	Parsons	Frazar and Co	New York	old 11 inst
Mary Crocker	July 7	B bark	573	Stuber	H. B. Cama and Co		
Mary Glover	Aug 2	A bark	593	Hughes	Order		
Mathilde	Aug. 1	Da. bg	132	Gonan	Siemssen and Co		
Mermaid	Aug 2	B bark	461	Gibson	A. R. Tilby and Co		
Nahob	July 6	A. bark	565		Olyphant and Co		
Napoleon III	June 13	B. ship	780	Dubble	Smith, Kennedy and Co	London	Early
Nora Greame	Aug 2	B. ship	1001	Bake	Hogg Brothers		
Orlon	June 18	A. ship	1293	Whiting	Russell and Co	Fuchau	old 12 inst
Orlon	Aug 5	Nor bk	302	Knudsen	Bourjau, Hübener and Co		
Padang Pandjang	July 4	Du. bk	323	Kehling	T. Kroes and Co		
Pallas	Aug 6	Bre. bk	490	Hartmann	Russell and Co		
Palawan	Aug 6	B. ship	694	Page	Lindsay and Co		
Patna	Aug. 1	B. bark	323	Lewis	Dent and Co		
Pawlas	Aug 6	Bre. bk	490	Haslamann	Dow and Co		
Prince of Wales	Aug 8	B. schr	248	Crabbie	Oxford and Co	New York	Early
Prospero	July 30	M. bk	250	Schultz	Dow and Co		
Providence	Aug 11	B. bark	316	Lee	Smith, Kennedy and Co		
Queen of Nations	July 22	B. ship	846	Mitchell	Smith, Kennedy and Co		
Queen of the East	July 31	B. ship	854	Rees	Order		
Queen of the Ocean	July 23	B. ship	674	Ellison	Lindsay and Co		
Quiver		B. schr	105	Brown	A. R. Tilby and Co		
Rapid	June 23	Sin. bk	326	Carlos	Hiolo, Tate and Co		
Revile	July 21	B. bark	481	Douglas	Hogg Brothers		
Rella	July 3	B. brig	144	Roberts	A. R. Tilby and Co	Nagasaki	Early
Roudee	Aug 2	B. ship	1155	Shelford	Bindwell, Boor and Co		
Sarah	June 18	B. brig	200		Augustine Heard and Co	Chefoo	3mdt
Sarah Newman	June 16	A. ship	900	Cobb	Dent and Co		
Sarah Newman	July 2	B. ship	1000	Thomas	Oxford and Co	London	To-day
Savate Falsa	Aug 4	B. ship	1396	Merkez		*Laid up*	
Sebastopool	Mar 16	B. ship	934	Lowther	A. R. Tilby and Co		
Shooting Star	July 4	Sin. bk	215	Bruno	Kunst, Bluhl and Co		
Silas Greenman	June 21	Sin. sh	733	Webber	Fletcher and Co	London	Early
Solent	July 2	B. ship	732	Paign	Bradwell, Bloor and Co	London	Early
Southern Cross	July 23	B. ship	698	Whit	Dadabhoy and Co	London	Early
Southern Empire	June 16	B. ship	1142	Dunlop	Order	Liverpool	Early
Stanley	July 30	B. bark	384	Doughly	Order		
St. George	Aug 3	Sin. bk	350	Andrews	Turner and Co	Liverpool	Early
Thomas Bell	July 3	B. ship	935	Grenzelier	Hogg Brothers	London	3mdt
Tofts-Comb	June 19	B. ship	673	McPhun	Lindsay and Co		
Touro	Aug 4	B. bark	625	Hetelone	A. R. Tilby and Co		
Tyreon	July 20	B. bark	276	Burdis	Smith, Kennedy and Co		
Ukka	June 19	Bra. bk	709	Dourlos	Wm. Pustau and Co	Newchwang	Early
Vampyr	July 26	Pru. sch	122	Noelke	Siemssen and Co		
Venus	July 5	Ha. bk	410	Koefoed	Wm. Pustau and Co		
Voltigeur	July 30	Pru. bg	160	Scharnburg	A. Ellissen and Co	London	Early
Wanering	July 3	B. ship	899	Path	Jardine, Matheson and Co	London	Early
Wild Deer	July 16	B. ship	1016	Cobb	Augustine Heard and Co		
Wild Rover	Aug 4	A. ship	1164	Taylor			
Wrecker	June 18	B. schr	168		Lindsay and Co	London	Early
Yaeshima	July 2	B. ship	720	Donough	Lindsay and Co	London	old 12 inst
Zodine	July 28	B. bark	373	Hopkins			

133 *Vessels.*]

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